

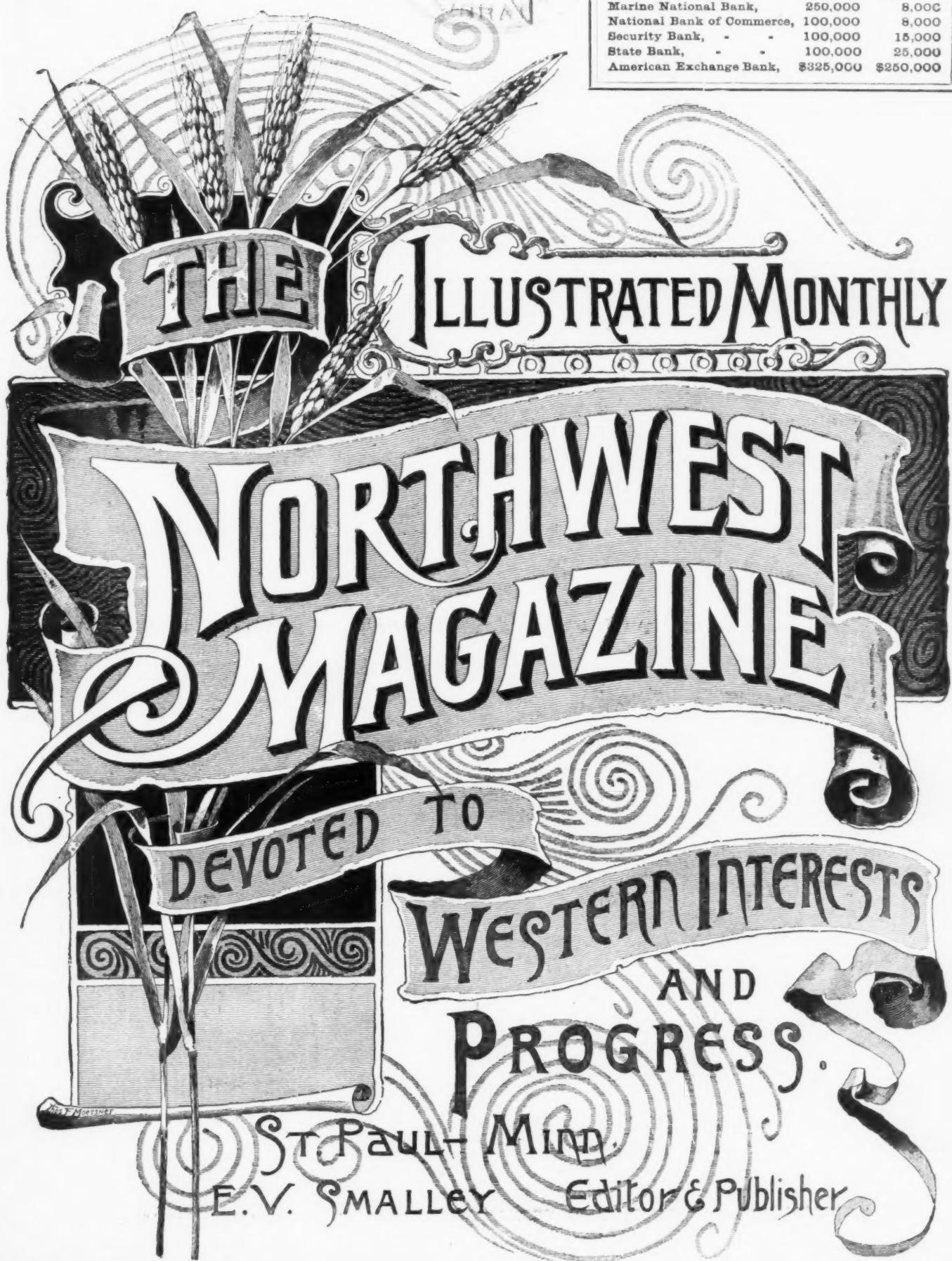
VOL. IX. NO. 7.

JULY, 1891.

Members of the

DULUTH CLEARING HOUSE ASSOCIATION.

	CAPITAL.	SURPLUS.
First National Bank,	\$1,000,000	\$150,000
Marine National Bank,	250,000	8,000
National Bank of Commerce,	100,000	8,000
Security Bank, -	100,000	15,000
State Bank, -	100,000	25,000
American Exchange Bank,	\$325,000	\$250,000



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Great Falls has Water, Water Power, Coal, Iron, Gold, Silver, Copper and Lead Ores,
and is becoming the largest Manufacturing Town in the Northwest.
Land is still cheap and I have bargains. Write me.

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and in Uniformity of Temper to any Standard Brands of Foreign Production.

Gorham Manufacturing Co.,

SILVERSMITHS,

NEW YORK.

Broadway & 19th St.,

Silverware for Hotel, Club and Dining Car Service.



The Tableware for use in club service should be of the most substantial character in manufacture, of good design and correct proportion.

The GORHAM Plated Ware has almost exclusively been adopted by the first-class houses, as possessing not only those qualities but because it has been found the most economical for the purpose. This new celebrated ware has now been on the market for twenty-five years, and during that time has maintained the reputation of being the FINEST and MOST DURABLE WARE made.

The borders, bezels and all mounts are silver soldered, and all joints are made from one solid piece. New and attractive forms are being constantly added to the assortment.

FORTUNES FOR ALL

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9

3



The Northern Pacific R. R. Co.'s New Car Shops at Tacoma

will be completed and in operation within a few weeks' time. These shops are located in the southern part of the city; the grounds comprise an area of 65 acres; the buildings number 30 in all, and will cost when completed \$750,000.

1,000 SKILLED WORKMEN

will be employed in these shops, and another 1,000 will soon find employment in the various manufactories that must, in the very nature of things, cluster about the shops. These men, with their families, mean a population of at least 10,000 people in the immediate vicinity of the shops within the next eighteen months. As a result of all this, property there will advance rapidly in value.

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at reasonable prices and on easy terms. This property is only NINE MINUTES ride on the N. P. R. R. from the Pacific Avenue Depot.

The company offers liberal inducements for the location of MANUFACTORIES. It has already located one plant, viz: The American Foundry Co., employing eighty men.

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TACOMA, WASH.

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Capital,	\$500,000.
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Surplus and Undivided Profits,	105,000.
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Does a General Banking Business. Correspondence solicited.

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1,000 lots in the rich meadow adjoining the

CAR SHOPS and EDISON.

(See article on Edison in this number.)

Beautiful sites for Homes in the midst of a blooming woodland where the soil equals that of the Puyallup Valley.

Special terms and accommodations for Builders. Inquire of

HERBERT S. GRIGGS,

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We have inside property, improved and unimproved; dwellings and dwelling sites; acreage suitable for platting; garden, hop, hay, fruit, timber and coal lands, from a \$100 lot to a \$500,000 improved property.

Will be pleased to have you communicate with us either in person or by letter, letting your wants be known, and we will give you in return reliable information to your inquiries.

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916 A Street, TACOMA, WASH.

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Real Estate and Loans,
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Tonnage, 1,200.

Victoria Route.

Speed, 18 knots.

ROUND TRIP DAILY.

Steamers operated in close connection with the Northern Pacific R. R.

Leaves TACOMA 8:00 A. M. (except Sunday)

For SEATTLE, PORT TOWNSEND
and VICTORIA.

Purchase Through Tickets at any Eastern Coupon Office.
PUGET SOUND AND ALASKA STEAMSHIP COMPANY.

For complete information concerning Puget Sound
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TACOMA LUMBER AND MANUFACTURING CO.

Lumber, Lath, Shingles, Flooring, Rustic, Etc.

Sash, Doors, Blinds, Frames and Mouldings, Brackets, Stairs, Railing, Balusters and Newel Posts. Office and Store Fixtures. Cedar Tubs and Pails.

Importers of all kinds of

PLATE AND WINDOW GLASS.

Orders from the Country will receive prompt and careful attention.

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We have for sale elegant Improved and Unimproved City and Addition Properties, Farm, Hop, Garden, Fruit and Timber Lands, Water Fronts, Coal, Iron, Gold, Silver and Copper Mines. Properties ranging on our lists from \$100.00 to \$250,000.

Call upon or address **E. F. RUSSELL & CO.,**

916 A Street, Opp. the "Tacoma."

E. N. OUIMETTE,

TACOMA, WASH.,

Real Estate and Loans.

**OUIMETTE'S
Fifth Addition to Tacoma,**

Situated on the line of street railway between Puyallup and Tacoma.

Price \$100 per Lot.

\$10 Cash, balance in Monthly Payments of \$10.

Ten per cent. discount for cash. A large list of inside property always on hand.

1316 Pacific Avenue, TACOMA, WASH.

Population
1880,
720.

TACOMA,

Population,
Census of 1890,
40,165.

THE

METROPOLIS OF WASHINGTON.

PACIFIC COAST TERMINUS of the { NORTHERN PACIFIC RAILROAD.
UNION PACIFIC RAILROAD.

TACOMA is the Head of Navigation on Puget Sound.

TACOMA is the Commercial and Manufacturing center of the Pacific Northwest.

TACOMA is the Financial center of the State.

TACOMA is the chief Shipping Port of Puget Sound. Its exports of WHEAT, COAL and LUMBER exceed those of any other Port on the Pacific Coast.

TACOMA is the Educational center of the Puget Sound Country.

TACOMA'S citizens offer practical and substantial inducements for the location of Manufacturing and Business enterprises.

Look at the following evidences of its growth:

Assessed value of property in 1882.....	\$75,000	Money spent in Street Improvements in 1889.....	over \$700,000
Assessed value of property in 1887.....	\$4,000,798	Money spent by N. P. R. R. Co. on Terminal Improvements in 1887	\$250,000
Assessed value of property in 1889.....	\$20,000,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1888	\$506,000
Real Estate Transfers for 1885.....	\$667,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1889	\$750,000
Real Estate Transfers for 1888.....	\$8,855,598	Money spent by N. P. R. R. and Tacoma Land Cos. on Terminal	
Real Estate Transfers for 1889.....	\$15,000,000	Improvements.....	\$1,400,000
Banks in 1880.....	1	Coal shipped in 1882.....(Tons)	56,300
Banks, 1891.....	17	Coal shipped in 1889.....(Tons)	180,940
Bank Clearances for 1889.....	\$25,000,000	Crop of Hops in 1881.....(Bales)	6,098
Bank Clearances for 1890.....	\$46,513,631	Crop of Hops in 1890.....(Bales)	40,000
Wholesale business for 1889.....	\$9,000,000	Lumber exported in 1889.....(Feet)	107,326,280
Value of manufacturing products for 1889.....	\$6,000,000	Wheat shipped in 1889.....(Bushels)	1,457,478
Value of manufacturing products for 1890.....	\$9,912,000	Private Schools in 1889.....	4
Money spent in Building Improvements in 1887.....	\$1,000,000	Public Schools in 1880.....	2
Money spent in Building Improvements in 1888.....	\$2,148,572	Public Schools in 1890.....	9
Money spent in Building Improvements in 1889.....	\$5,821,195	Value of Public School Property, 1889.....	\$264,480
Money spent in Building Improvements in 1890.....	\$6,273,430	Value of Private School Property, 1890.....	250,000
Money spent in Street Improvements in 1887.....	\$90,000	Regular Steamers in 1880.....	6
Money spent in Street Improvements in 1888.....	\$263,200	Regular Steamers in 1889.....	67

The Tacoma Land Co.

Offers Liberal Inducements for the Location of

MANUFACTORIES.

The company has just completed the clearing of more than 200 acres of land on the line of the NORTHERN PACIFIC RAILROAD near the NEW CAR SHOPS, for manufacturing sites. SIDE TRACK FACILITIES. Arrangements are now pending for furnishing manufacturers with

FUEL AT ACTUAL COST.

Full information can be obtained by calling upon or writing to

ISAAC W. ANDERSON,
General Manager of the Tacoma Land Co.,
TACOMA, WASH.

W. McA. SMITH.

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Investments made for non-residents at any point on Puget Sound or the Pacific Coast of Washington.

Special Sale { Dakin and Smith's Addition to Tacoma.
St. Paul Addition to South Bend.

OFFICE: Rooms 503, 504 and 505 Pacific National Bank Building. **TACOMA, WASH.**
Correspondence solicited.

**ESPERSEN & RAU,
Real Estate and Investment Brokers,**

Office, 407, 408 & 409 California Building,

TACOMA, WASH.

Town lots and all kinds of city property for sale. Farm lands for sale on easy payments. Houses and lots for sale on the Instalment Plan. We can furnish you a home complete in any portion of the city and allow you to pay for it in monthly installments for the same amount you now pay for it in rent. We make a specialty of locating the farmer, and Eastern farmers contemplating moving to the State will do well to correspond with us.

Of Town and City Lots we have a complete list, and can sell you this class of property from \$50 per lot upwards. We guarantee all our property and Eastern investors are requested to correspond with us.

BUSINESS ENTERPRISES AND STOCK COMPANIES.—We shall be pleased to correspond with parties who desire stock in manufacturing or business enterprises in Tacoma. If you desire to engage in any business in Tacoma write us and we will be pleased to assist you with all information possible in organizing stock companies and partnerships in legitimate business enterprises. Our references: *Traders Bank of Tacoma*.

Tacoma National Bank,

FIRST NATIONAL BANK IN THE CITY

TACOMA, WASHINGTON.

Paid up Capital,	-	-	-	-	\$200,000.
Surplus and Profits,	-	-	-	-	125,000.

President,
W. B. BLACKWELL.

Cashier,
H. O. FISHBACK.

Vice-President,
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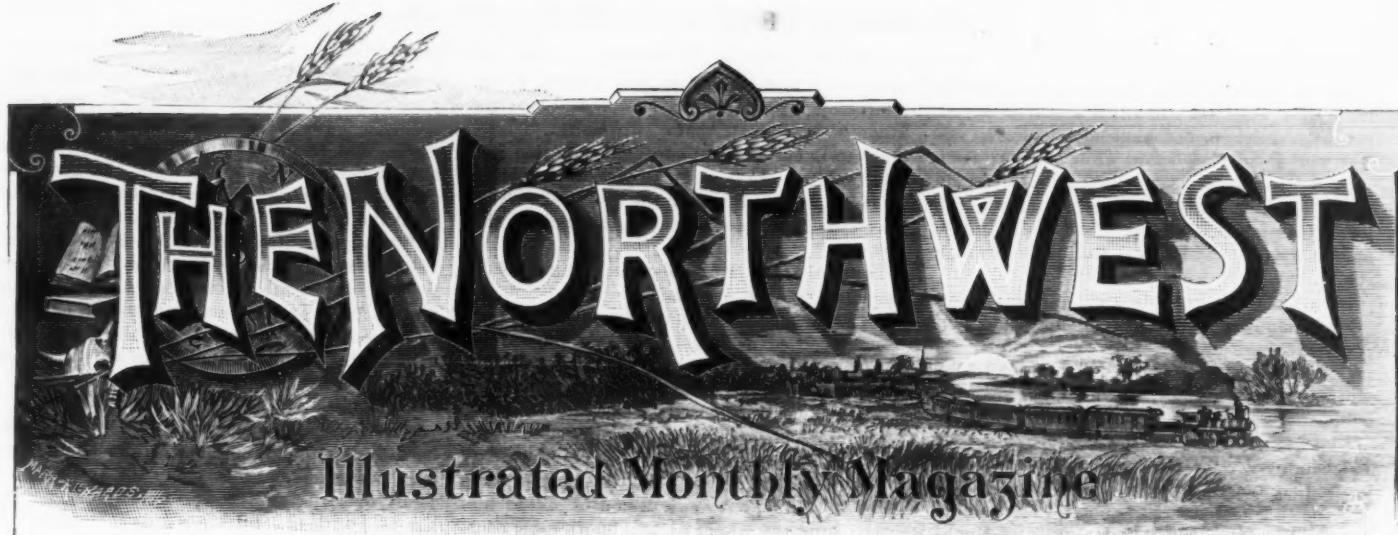
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THE NORTHWEST

Illustrated Monthly Magazine

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ST. PAUL, JULY, 1891.

TERMS: { 20 CENTS PER COPY.
\$2.00 PER YEAR IN ADVANCE.

IN A WONDERFUL WORLD.

BY WILL HUBBARD-KERNAN.

In the northwest corner of North Dakota, and reaching into Montana, are strange and startling terrestrial formations known on the old French maps as *Mauvaises Terres*, or Bad Lands—a name that has proven a misnomer in many ways, and the old Gaul who gave it only meant that the country was a hard one to travel—and it was, if the primitive methods of his time are taken into consideration.

It so chanced one day of all May delights, in the current year, that I was commissioned to visit the Bad Lands and write my impressions of their infinitely picturesque and phenomenal features for THE NORTHWEST MAGAZINE.

I boarded a Northern Pacific train at St. Paul, as sundown was splashing the sky with a scarlet splendor, and was soon being whirled through the sylvan scenery of Minnesota—scenery of supremest loveliness—scenery that helps to make our matchless Commonwealth one of the crown-jewels of the continent.

Night drifted in, and when day-break pearly in peerless light, we were far out upon the plains of North Dakota. On, on, on, thundered the train, over leagues and leagues and leagues of prairie just vivifying into vernal beauty. On, on, on, for hours and hours and hours, through a timberless land—a land without a hill, or valley, or forest to break the monotony of the view. On, on, on, until suddenly, sharply, the scene underwent a transformation so unreal, grotesque and uncanny that I gave a start, and stared out of the car window, wondering if I had become the victim of an optical illusion.

"Well," said a bright young fellow to his companion in the seat behind me, "here we are in the Bad Lands, at last—or Pyramid Park, as this strip of territory is sometimes called. What do you think of it, Dick?"

Dick was too astonished to answer at first, but finally broke out with:

"Well, by Jupiter, Hal! if this region isn't dedicated to Pluto, it's because he's cheated out of his own."

"That's just what the Indians used to think of it," replied Hal. "They regarded it with a superstitious horror; but I can't see why. It fascinates me as no other spot on our planet can, and I've seen pretty much all that's worth seeing on this ball of dirt and dornicks, you know."

My awe and amazement grew the longer I gazed upon the view unfolding itself to my

vision as the train went spinning through the sunlight.

I had been instructed to describe this marvelous scenery—to depict its miracle combinations of color, form and suggestion—I, a poor weakling of the pen!

A hundred times I have tried it!

A hundred times I have failed!

To paint it would throw a Dore' in despair.

To picture it with the pen would cause a Ruskin to reel from the task.

It is simply indescribable. Imagination can not conceive nor convey to others its bizarre beauty, its sovereign sublimity, its unearthly characteristics.

Remember, therefore, while reading this mono-

graph, that I pretend only to draw a rude, crude outline of its features—an outline that lacks the hue, the force and the mystery of that weird, wild wonderland.

Buttes from 50 to 250 feet high tower on every hand, huddled together for company, like freaks that seek the sympathetic society of fellow-freaks, full-knowing that they have nothing in common with the common world.

These buttes are formed of argillaceous limestone, lignite, scoria, friable sandstone and raw clay—some possessing all of these elements, some possessing three, two or only one.

Many of the mounds are striped with varying dyes. Here is one that is blue and brown and gray. There looms one that is golden at the



"THE CAPITAL." A STRIKING PHENOMENON OF THE BAD LANDS.

base, the primrose tint changing to bright white higher up, while the summit is as scarlet as your blood. Yonder is one that looks like a vast pyramid of spotless snow, while further on is another green with grass. Hundreds, thousands, triple-triune thousands of these unspeakable formations stretch off and off and off, till they fade in the opal sky-line and are lost in lonesome space.

Between the buttes are great gulches, spread with bunch and buffalo grass and ground juniper. Trees are few, but stray cedars can be seen on the margins of the streams that wind their whimpering way to the Little Missouri.

"Mc-dor-a!" called the brakeman.

And I stepped out on the platform, for I had reached my destination—the capital and center of the Bad Lands.

"And this is Medora!" I thought to myself, as I walked up the silent, solitary street of the little hamlet—a hamlet of international renown—a hamlet that suggests a reminiscence at every step.

It is situated on a plain of several acres in area, and is cinctured by formidable buttes. It was founded by the Marquis de Mores; was christened in honor of his young, dashing, beautiful New York wife, and had a population of 500 in its palmy days, when the French nobleman held court in that handsome villa on yonder beautiful plateau overlooking the Little Missouri.

"And this is Medora!"

Not a footprint on the street but my own, and the windows of half the houses were boarded up to protect them from breakage at the hands of predatory boys.

I strolled on, looking for a sign of life. "Was everybody dead as the dead business in these closed shops?" I queried of myself. I began to feel as the Last Man will feel when he knows that he is the only living being on this swinging star.

How silent it was! I shivered, though the air was warm. If I could only hear the trill of a bird, the hum of a bee, the chirp of a cricket!

I paused at a street-corner, in front of a forsaken house, and listened; but—you may believe it or not—I heard nothing save the beating of my heart.

I walked on. Ah! here was an open door at last, and an old man doling out a stick of candy to a kid.

I sauntered in, and was soon in conversation with the solitary tradesman of the town—a fine gentleman, one of the good, old type.

After resting myself and recruiting my scanty store of knowledge from the utterances of my new acquaintance, I requested him to direct me to the home of Mr. James W. Foley, who superintends the immense American properties of the Marquis de Mores. He pointed out a substantial brick house a few blocks off—the finest residence in the place, barring that of the French nobleman himself.

I had a delightful reception at the hands of Mr. Foley and his big, bright, handsome sons, and he impressed me at once as a man of native talent, supplemented by experience, observation and a thorough training in the Republic of Letters. He drew two big easy chairs out upon the piazza, and told me in half an hour more than I could convey to you in a volume of this magazine, unless you were in the presence of the scenery that confronted us as he spoke.

I wish I were a stenographer, that I might have taken down his talk, *verbatim*. As it is, I will tap my memory, and tell a few of the surmises and speculations that made that day a red-letter one in my calendar.

His theory is, that at one time, owing to a cataclysm that changed the whole face of this poor little atom we call the Earth, with a capital E, the equator changed place with the Arctic

zone. At that period in the history of our microscopic globe, with its present nations, kings, wars, and all that sort o' foolish folderol, the Bad Lands began growing vegetation at a rate that put the present tropics to the blush. To prove it, he referred to the petrified trunk of a tree that had been found in the vicinity that was thirty feet in diameter.

Think of that! Don't mistake. Thirty feet in diameter, not circumference.

This tremendous output of nature must have been succeeded by forest fires that burned the trees down to their stumps, leaving a few of them uninjured here and there; for, mind you, they have fossilized leaves in the Bad Lands, the very veins of which are intact and articulated in the coal formations with precision till our time.

Then came the deluge—not the deluge spoken of by the Bible, but an invasion of water that swept over the whole of this unutterable country. It was a very interesting period to those who were present—interesting for a flash only, for the next moment they woke up to find themselves demnition dead corpses, to paraphrase an old saying.

"Then, by the way, between these separate transactions were millions of years," Mr. Foley said. "It puts me in mind of the old farmer who went to the theater in St. Paul. He saw the first act through, and turned to the program, which read:

"Between this act and the one following twenty years will elapse."

"Gur-reant gur-ravey!" yelled the hayseed. "Twenty years! And I told my old woman that I'd be back tomorrow at 12, to set the old hen an' wean the calf! Let me out'n this, you dodgasted dood!" turning to the usher. "I paid you fifty cents an' I haint seed ernuff ter kiver more'n a cent of it, if its twenty years I hev ter wait! Gimme back forty-nine cents, an' keep the roil forchune thet you er makin' at that sort o' percentage on the cent. Darn St. Paul, anyhow! I haint no jay. Hand me that forty-nine cents, or I'll bust the rosy daylights out'n you quicker'n my broncho kin h'ist his heels."

"The forty-nine cents were forthcoming, and the green old gooseberry went his way, leaving a large and variegated assortment of altitudinous figures of speech in his wake.

"So, Mr. Kernan, if you think you will be troubled with *ennui* while I claim your attention for a few million years, I hope you will be the occasion of no break like that of the farmer. We are a quiet people here."

I rather thought he was right; and assured him that I was all ears.

"Well, then, finally the waters found an outlet in the Little Missouri. In the meantime, however, owing to the silica in their chemical parts, they had petrified what was left of the forest."

"Yes, but whence came the beds of lignite?"

"O, those were formed from vegetation in soil washed down by rains, I presume. At least that's what Winsor says, and Winsor ought to know."

"Well?"

"Well, then this lignite took fire."

"Of itself? Spontaneous combustion?"

"No."

"Then who in holy Halifax set the torch?"

Mr. Foley looked grieved at my ignorance. A calm, great pity settled in his eyes.

"Mr. Kernan," he said, "don't you know that there are questions a fool can ask and a philosopher can't answer? How does that blade of grass grow out there?"

I gave it up. I saw that I was getting my host beyond his depth—beyond the depth of every man in the universe.

"I will say this, however," he went on, "that these fires must have been started ages and aeons before our little twinkle of time, and they formed

these buttes," waving his hand toward the crazy yet charming landscape. On our left was a wall 250 feet high. Before us were castles and bulwarks, and fortresses and cities more terrible than Babylon; while on our right the gods had made a business of grim architecture to ornament the bank of the Little Missouri River.

"Eight miles from here," Mr. Foley went on, "is what is known as the 'Burning Mine,' though it is no mine at all, but through fissures we can see the flame and smoke of its eternal burning. Some people call it 'Hell,'" and Mr. Foley meditatively lit his pipe, "a thing in which I do not believe," he remarked in a tone as if talking to himself.

Dusk had fallen on our talk. Dusk had fallen on the quaint and quiet home. Dusk had fallen over the mad, majestic land, but away to our right, overlooking the Little Missouri, on the bald scalp of a butte, a red light, like the eye of devil, glared.

"What is that?" I said, pointing toward the flame.

"That," said Mr. Foley, "is only a banner lifted up by Satan from the under world of ignited lignite."

"How strangely it flickers on the red roof of the villa where the Marquis de Mores used to live?" I said, inquisitively. But my host was silent.

"O, Mr. Kernan! you ought to have been in Medora when the Marquis and his wife were here," cried handsome Jim Foley, jr., who had been standing on the threshold listening to our conversation. "Every closed house that you see was open then, and the cowboys came down from the ranches, and there was heltopay. Then the Marquis was a boy himself, just as good-looking and generous as could be. Smart? Smarter'n a buzz-saw. And his wife! O, how she did use to gallop over this country! Shoot? Why she could hit the bull's eye ninety-nine times out of one hundred."

"Shut up!" said Mr. Foley.

But Jim wasn't in the shutting up business just at that particular period of his career, and, encouraged by a wink from me, he went on:

"You have seen their house. Nothing grand about it you know, but it was a great place once. Why, lords and ladies from England, and France and Italy stopped there, and the family had their French cooks and valets and footmen; and I tell you there was lots of fun! Why, we were invited to a party up there almost every night, and old popper, here—"

"Shut up!" Mr. Foley growled, and growled it in a way that meant business.

So Jim subsided, and we sat in silence on the porch, while the red eye of that devil still looked at us from the butte.

When the bright and bonny morning broke, Mr. Foley said to me, as we drew our chairs out on the porch to have a talk together:

"This is the best grazing country in the world. The grass cures itself in the soil. We produce the best beef on earth. Cattle two years old can here find a grazing place unmatched. The ranchmen don't want the place advertised, because they want no competition. They spend a few weeks of the year out here, and then wander off for the balance of the year to New York or the Old World."

"Can crops be raised in this delirious upheaval?" I ventured.

"Yes; very fine, fair crops; but there isn't much room, as you can decide for yourself."

"No; but you have considerable room 'round here," I said, throwing my hand forward toward the acres in front of me.

"Yes; but this is an exceptional place. Speaking of exceptional things, I want to show you something," moving toward the library and pointing to the interlocked horns of a brace of

antelopes. It seems they had approached each other in a manner that caused the weaker one to submit at once and be dragged around until his stronger competitor lost his vitality. Unless you saw the singular way in which the horns are interlocked, you could scarcely understand what I mean.

"We have found everything in North Dakota," Mr. Foley went on, "excepting diamonds, and I suppose that one of these days one of our Alliance men will drag a brilliant out of the soil as he speeds his plow."

"Any chance for fruit out here?"

"Not much. As a grazing country, however, it is unexcelled."

And the train bore me out of that troubled, tumultuous territory, never to see it again.

James W. Foley, Jr., sends us the following description of "The Capital," a decidedly novel feature of the Bad Lands:

"The original of the view of "The Capital" stands, grim and imposing, in the center of a decidedly level tract of land, like some huge monument upon its pedestal. As is readily observed from a mere glance at the picture, the diameter of the stump proper exceeds that of the pillar, and, from its inclined position upon its support, the stump would seem easily displaced. Nevertheless it remains firmly imbedded in the soil underneath, and defies the efforts of winds of almost cyclonic force to dislodge it.

"Scattered here and there over its surface are masses of crystalline formations, which sparkle and glisten beautifully in the sunshine, and which, in connection with its other curious characteristics, give to the whole formation the appearance of some statue of a giant warrior, whose jewel-decked helmet flashes with the glints of refracted sunshine.

"While there exist, scattered in reckless abundance, throughout the length and breadth of the famous Bad Lands, innumerable stumps and trunks of petrified trees, such freaks of capricious nature as this are very rare; and it is well worth the time of any one with an eye to the artistic, to visit and satisfy himself as to the truth of the existence of such a curiosity.

"The most plausible theory as to the gradual change from a once solid foundation to the present insecure support, and the theory which is generally accepted by those who have seen for themselves, is, that the tree, the stump of which now remains, originally grew upon a conical elevation. In the course of time, this elevation, being composed of but a sandy or clayey soil, has been eroded by the action of the elements; and, of course, the lower part of the hill having been more sensible to the action of water, was washed away first, until the shape was changed from conical to cylindrical.

"If, on some summer even'ng, you stand upon some neighboring hill-top and look down upon its statuesque outline, you are seized with an indefinite feeling of awe; and the very fact of its curious position inspires you with an indescribable respect for Nature and her wonderful works."

Frank Alling owns six acres of upland about three miles south of Tacoma on which he raises apples, peaches, pears, prunes, plums, quinces and berries of all sorts, besides vegetables, table corn and mushrooms. He thinks fruit grown on the upland is of better flavor than that grown in the valleys. His trees are always loaded so heavily that they need to be propped up in bearing time. Berries ripen about eight to fourteen days later than in the valleys. Last year he sold me from the six acres, twenty-six tons of fruit at from two to five cents per pound, and \$500 worth of vegetables, after making generous use of every thing and giving away generous samples to all visitors who cared to carry them away.—*Washington Farmer.*

RECOLLECTIONS OF A MAN OF FIFTY

Second Article.

In my first article I spoke of the material conditions of life in a country neighborhood on the Western Reserve of Ohio half a century ago—of the plain, laborious life of farmers and farmers' wives in a region which had but recently been conquered from the primeval forest. In this article I desire to speak of the intellectual and moral conditions which then prevailed. The people, as I have said, were very largely of New England ancestry. They were a moral people, and were highly religious. Crimes were almost unknown. There were no locks or bolts on the outer doors of my father's house, and I never knew of a case of theft in the neighborhood. In some households it was the custom, when the family went to church or on social visits, leaving no one at home, to place a chair upon the porch in front of the door. This was a recognized sign that everybody was away, and saved callers the trouble of knocking at the door. The few criminal cases that came before the justice of the peace were of assault and battery by young men with a superabundance of physical health, who occasionally fell to quarrelling about their respective strength at wrestling, or the good looks of their sweethearts; but there was rarely any damage done in these encounters beyond black eyes and bleeding noses. The chief excitement was the advent of a traveling circus, once or twice a year, in the county town ten miles away, or the holding of a protracted religious meeting in one of the churches at the "Centre". In that day people were greatly troubled about their souls. I remember the long, hair-splitting discussions between the men, on winter evenings, and even in the resting places in the harvest fields, under the shade of the walnut tree, about the proper interpretation of certain texts from Scripture. We had three Protestant churches at the "Centre"—Presbyterian, Methodist and Disciples, the latter a sect newly organized by Alexander Campbell, who had established a college and a religious journal at Bethany, in West Virginia. Zealous members of either of these sects had grave doubts as to whether a member of any other sect could escape from everlasting damnation.

People were on the ragged edge of anxiety all the time as to what would become of their souls after death. The Disciples held that there was no promise of salvation to any who were not wholly dipped under the water in the rite of baptism. They would admit that the Presbyterians, who only sprinkled their converts, might possibly get to heaven through some stretch of divine mercy, but they thought it extremely doubtful. As to the Roman Catholics, who had built a little church in the western edge of the township, all the Protestants were agreed that they were children of the devil. The devil was supposed to be a person who had much more to do in the affairs of men than the Almighty. He was believed to be a real creature with hoofs and horns, and children returning from revival meetings or spelling schools at night imagined that he might be lurking in the bushes by the roadside. It was a gloomy sort of religion, the popular Christianity of that day. It produced a solemn and morose type of men and women, who read little besides the Bible, and who flung texts at each other in an argumentative way with much intellectual agility. The period was one of religious ferment throughout the country,

and especially in what was then called the West. Alexander Campbell had preached his ideas of the gospel throughout Ohio, Kentucky, Western Pennsylvania and Western Virginia, and had enlisted a large following. His movement was a protest against creeds—an appeal for the right of every man to interpret the Scripture in his own way. It was a liberal movement in its beginnings, but it soon settled down into narrowness and bigotry, and, while it adopted no written creed, it had its little set of fixed beliefs, to which it held with just as much tenacity as did the older churches to their formulated doctrines. The Disciples, or Campbellites as they were usually called, maintained a force of lay preachers who went about the country with a large tent in which they held their protracted religious meetings.

The Mormons had organized their denomination at Kirtland, in Northern Ohio, and had built a large stone temple and gathered together a considerable community of believers, recruited mainly from the farming class. Joseph Smith, the prophet, and Sydney Rigdon, the ablest preacher of the new sect, traversed the country on proselytizing errands, and not a few earnest Christians were convinced that the Book of Mormon was actually a supplementary revelation to the Bible, and these people sold their farms to join the fanatical religious community at Kirtland. A great uncle of mine, E. D. Howe, wrote and printed on his own printing press, in Painesville, Ohio, the first book exposing Mormonism. Early in the forties, the Mormons, who had established a newspaper and a bank, and built up a community of two or three thousand souls, departed from Ohio, in obedience to a revelation of Joseph Smith, and established themselves at Nauvoo, Ill., abandoning their handsome temple and selling their houses and lands for whatever trifling price they could obtain. They were not polygamists at the time they rallied in Kirtland.

Among the Pennsylvania settlers who occupied the country just south of the Western Reserve, were a number of queer religious sects, of German antecedents. There were the Dunkards, who washed each other's feet as a religious ceremonial; and there were also the Omish, who thought it a sin to wear buttons on their coats or trousers, and who fastened their clothing with strings and hooks and eyes. These people wore home-made garments of quaint and outlandish pattern. A large community of Quakers lived in Columbiana County, east of Portage County, where I was born, and, like their brethren in Pennsylvania, were simple-minded and very honest people, who kept their word strictly and attempted no dishonesty in their business transactions. They said "thee" instead of "you" and because they read in the Bible, "Let your yea be yea and your nay be nay," they thought it essential to proper religious life that they say "yea" and "nay," instead of "yes" and "no". All these sects were intolerant. Each thought it had the whole truth and the only truth. Each could quote Scripture by the hour in support of its peculiar views, and each had grave doubts as to the salvation of the others. People who did not belong to some recognized religious denomination were stigmatized as "infidels", and however upright they might be in their lives, they were thought to be very wicked reprobates, with whom good Christians should not associate.

The anti-slavery agitation added a new element of contention to the religious circles of the day. The churches discountenanced the discussion of the subject, holding that as the slaveholders were, as a rule, good church members, it would be discourteous and unchristian to question the morality of buying and selling human beings and holding them in bondage. The founder of the youngest sect, Alexander Campbell, was a slave-owner himself, and defended the

institution of slavery in a periodical called "The Millennial Harbinger," which was published in connection with his divinity school at Bethany. Three men in our town, one of whom was my father, held decided anti-slavery views, and withdrew from the Disciples' church on this account. They and others like them in that part of the country were known as "Come-outers," because they had come out of the church. The anti-slavery agitation spread throughout the western country, and every one who refused longer to belong to any denomination which sanctioned slavery was called a "Come-outer," as a term of reproach. Having once cut loose from their religious associations, many of these anti-slavery people drifted off into what, nowadays, would be called rationalism, but what then was termed infidelity. They read Tom Paine and a book called "Vestiges of Creation," and a well-worn copy of "Volney's Ruins" found its way into our neighborhood, and was denounced from the pulpits as a diabolical work, the mere perusal of which was likely to result in everlasting perdition. The "Come-outers" formed anti-slavery societies, and held their meetings under the shade of maple groves. To these meetings came traveling anti-slavery apostles, such as Stephen Foster, Abby Kelly, Parker Pillsbury, Henry C. Wright and the Hutchinson family of singers, whose songs probably did as much for the advancement of the movement as all the arguments of the platform orators. A newspaper called the *Anti-Slavery Bugle* was started in the town of Salem, where many Quakers lived. The Quakers were the only sect that took positive grounds in opposition to slavery. They sheltered runaway slaves and boldly denounced the buying and selling of human beings as a crime against Christianity and humanity.

The lines of travel followed by fugitive slaves from Virginia and Kentucky to a safe refuge under the British flag in Canada were known as the "underground railroad," and my father's house was one of the stations on this mysterious road. Once safely across the Ohio River, the fugitives were cared for by anti-slavery people and forwarded by night from station to station, until they reached the shore of Lake Erie, where they were secreted until they could be smuggled over to Canada on a trading schooner. Often they were closely followed by their masters, armed with the authority of the "fugitive slave law," which made the harboring of runaways a crime; and when fugitives arrived at our house they always came before daybreak and were hidden during the day in the barn or the woods, so that none of our pro-slavery neighbors should learn of their presence and betray them to the slave-hunters who might be close upon their tracks. The next night my father would take his team and wagon and convey the refugees from bondage to the next friendly haven on their way to Canada.

I remember that one year, when there had been no slave-catching parties in the neighborhood, it was thought safe for a fugitive mulatto and his wife to remain for a time and work for a farmer who had a place in the woods off the main road. In a few weeks, however, the owner of these poor people got news of their whereabouts, and came on from Virginia with a United States warrant and a posse of two men to take them back. Their fate, if captured, was sure to be a cruel whipping at first and then separation and sale to the sugar plantations in Louisiana. When the slave-hunters reached the lonely farm one evening, they found it guarded by a dozen stalwart men, who made a determined show of resistance; so they retired to the tavern at the Centre to spend the night. Next morning they found that the slaves had disappeared, and were probably thirty or forty miles on the way to Canada. They gave up the chase. This incl-

dent made a profound impression on my childish mind. Much of the serious talk in our household was of the horrors of slavery. On Sundays the little group of abolitionists in the township who had ceased to attend church, usually gathered at the house of one or another, to talk over the grave question of how the curse of slaveholding was to be removed from the land. Some refused to take any part in elections or other political movements, holding that as the United States government sanctioned and defended slavery, the conscientious anti-slavery man was bound to have nothing to do with it. These men were followers of William Lloyd Garrison, whose Boston paper, the *Liberator*, zealously advocated this doctrine. Others thought it better to use the ballot, and to act with whatever political party favored ultimate emancipation, or even the mild measure of restricting slavery to the States where it existed and thus preventing its spread to new States to be formed from the Western Territories.

I remember that my father was much criticized by his Garrisonian friends for voting for John P. Hale, the Free Soil candidate for President, in 1852. These good friends held, with Garrison, that the constitution was "a covenant with death and an agreement with hell," and that all anti-slavery men should have nothing to do with the United States government in any way. The Free Soil party of 1852 was the offspring of the Liberty party of 1848 and the immediate progenitor of the great Republican party, which sprang up full-armed for its conflict with slavery, immediately after the passage of the Kansas-Nebraska bill in 1854. My father was a speaker at anti-slavery meetings and a writer for anti-slavery papers. He had come to the conclusion in 1852 that slavery could be most effectively attacked by the ballot through a political party formed to resist its extension to new territory. He was a poor, hard-working farmer, living on a ninety-acre farm on which there was a mortgage of \$500—a big sum in those days—but he found time to do much valiant service in the then unpopular cause of anti-slavery.

The little guard of anti-slavery men in our neighborhood were, as a rule, progressive thinkers on religious questions, and most of them were ardent temperance men and advocates for a larger measure of rights for women than the laws then allowed. The temperance movement was carried on through the medium of a secret order called the Sons of Temperance, the members of which met in lodges and wore a regalia imitative of the Masons and the Odd Fellows. Occasionally they paraded on public occasions with banners and other emblems. They were the successors of the Washingtonians, who flourished about 1830, and who had, oddly enough, taken the name of the Father of his Country, quite ignorant of the facts, brought out by more recent research, that Washington was a regular drinker of wine and spirits, and himself built a distillery at Mount Vernon to work up his corn into whisky. Pledges to refrain from the use of intoxicating liquors as a beverage were circulated by the Sons of Temperance, and I remember to have put my name to one of them about as soon as I could handle a pen. The Sons were succeeded by the Good Templars, who developed a system of passwords and grips and admitted women to membership, thus turning their lodge meetings into pleasant social gatherings, at which papers were read, poems recited and songs sung. If I am not mistaken, this latter order still exists in some portions of the country.

The newspapers that came to our farm-house were the Boston *Liberator*, the *Anti-Slavery Bugle*, published at Salem, Ohio, and the *Ohio Star*, published at our county town of Ravenna,

by Lyman W. Hall, who now lives in St. Paul, Minn., and is the father of H. P. Hall, editor of the *News*. The *Star* was the Free Soil paper of the Western Reserve. Of books we had few, and those few were loaned from house to house among our circle of acquaintance in exchange for others. Thus it came about that nearly every book in the township was read by every book-reading person in the township. The rare advent of a new book was an event in the neighborhood, and people hastened to get a look at it, and to put in an application for a loan. The books I remember best were Fredrika Bremer's novels, a history of the United States, Rollin's Ancient History, Cowper's Poems, Young's Night Thoughts, Pollock's Course of Time, Tupper's Proverbial Philosophy, a novel of far-Western life called "Leoni Leoti, or the Prairie Flower," the "Lacon," and a bound volume of a periodical called the *Univercelum*, which published as a serial a translation of Lamartine's "Letters from the Orient." The Bible I read through when I was ten years old, not from a sense of duty, for my father and mother had left the Disciples' church, but because books were scarce and some parts of the Scriptures interested me so much that I managed to get through with the portions that were dull and incomprehensible to a childish mind for the sake of the entertaining narrative passages. The Calvinistic idea that the Bible is, line for line, the word of God was strong at that time, but in every community there were usually a few men who controverted this idea with a good deal of argumentative skill, and who were denounced as infidels from the church pulpits. In spite of their heretical opinions these men seemed to be just as much in favor with the heavenly powers as their orthodox neighbors. Their crops grew as well and they were no more subject to the misfortunes of life. However, when any ill-fortune like sickness or death happened to one of these infidels' families, it was said in the churches to be a punishment from God for their refusal to "accept the plan of salvation," but when a similar ill-fortune befell any of the pious, it was characterized as a chastening, or a mysterious dispensation of Providence for the good of the faithful. To my boyish mind there seemed to be a sad lack of logic here.

[To be continued.]

CHAS. S. FEE INTERVIEWED.

"Indications point to the heaviest tourist season that we have ever had," said General Passenger Agent Fee, of the Northern Pacific. "I don't know that I ever saw so much activity among tourists, and the volume of our correspondence on the subject supports my belief that we shall have a banner season. As time goes by, you know, the Yellowstone Park improves, and the fame of its beauties and points of grandeur and sublimity has gone abroad until there is a disposition generally to visit it. A peculiar thing about it is that while some of the Americans are going abroad to see Switzerland and Italy, the tide of foreigners who come to this country to see our scenery is rapidly increasing."

"Alaska will have a large share of the traffic this year—more than ever before. Our glacier territory is an undiscovered country to many, but the people have heard of its matchless splendors of scenery and as the trip can be made comparatively cheap they are bound to go. In fact, my dear boy, Americans are realizing more and more the unmitigated folly of chasing themselves to foreign climes when in their own country there are accessible sights which cannot be equalled by any in the Old World. By-and-bye the steamships will have to go out of the business, so far as the transportation of Americans to Europe is concerned."—*St. Paul Daily News*.



ON AN EMIGRANT TRAIN.

I boarded one of the free colony cars on the Northern Pacific, at St. Paul a few weeks ago as the light of an argent afternoon was mellowing down to dusk.

The cars were new, bright, fresh, with upper and lower berths, the former being drawn up in the daytime, leaving the latter to serve as seats.

A majority of the passengers were aliens, but I saw many Americans—principally young men from the East, on their way to the new and noble States of the far Northwest—young men whose energies will yet be felt in the upbuilding of that splendid section—young men of grit and gumption, with the snap and jingle that insures imperial success.

Walking through the cars I found that nothing had been left unprovided for that was calculated to insure the comfort of the emigrants. In fact, they can travel on the N. P. in far better shape to-day than a President could travel a quarter-century ago. They have their cots, cooking-stoves and other conveniences, and can live en route as comfortably as at home.

Just before our train started, a tall, spare, trim woman of thirty, with the blue eyes and flaxen hair of the Swede, came into the car, where I was sitting, and where several were smoking, and though none of her sex was visible, she asked in her broken way if the bunks were free, if she furnished her own bedding. On being assured they were, she dragged a rather forlorn looking mattress, blanket and pillow from an adjoining car, and proceeded to make her bed as composedly as if she were in the privacy of her own home. This brought out a round of winks, snickers and whispers from the rather underbred party that composed a majority of the men present. I went into another car after while and don't know whether she was permitted to retain her quarters or not; but it certainly was no fault of hers if she wasn't.

The type of foreign emigrants on board the train was superior to the average, but none of them talked much, still fewer of them read. A majority of the men smoked, and several drank frequently from darkly red, significant bottles which they carried in their pockets or lunch-baskets.

I had been sitting by myself, when a young Englishman came up and took a seat beside me. He looked as green as a gooseberry and gaped at me as if he hardly knew whether to address me or not. Concluding that I was tame, and would be safe to tackle, he began to catechise me in regard to Fargo, and when I had told him all I

knew in reference to that bright young city, he said:

"Cawn a mon find work there?"

"A man can find work anywhere," I answered sententiously.

"Naw, he cawn't," replied the cockney, for it was patent that he had been born within hearing of the Bow Bells. "Naw, he cawn't. H'I was clark for an 'awberdasher, and when 'e went h'into bankruptcy, h'I was h'unable to find h'another place. 'Ow is the 'awberdashery business in this country?"

"We have no haberdashers in this country. Like costermongers, they are an extinct species."

"No 'awberdasheries? W'y h'I've seen 'em in New York."

"O, no! You saw variety stores, perhaps, but if you called the proprietors haberdashers they might become ugly on your hands."

I went on, joshing the innocent abroad for a while longer, until suddenly a bright thought struck him.

"H'I wonder if h'I could 'ire a man out here to teach me farming? H'I'd pay an 'undred p'un's to be a farmer."

"Pay?" I queried. "People don't pay to learn farming in this country. They simply hire out to a farmer, and are paid for their services."

"W'y, I know fellows h'out in Manitoba thawt—" "

"Yes, that's a pretty little skin-game practiced out there by lazy loafers who never work themselves; but honest American farmers do things differently, as you will speedily find out if you offer them your services."

The train thundered on, reeling off the landscape from its wheels. The sun left the sky, and the moonlight dimly revealed the primeval forests of pine, the broad and beautiful prairies, the hills dimpled deep with valleys, the brisk and booming towns that went sweeping by.

Midnight—and the passengers are all sleeping as serenely in their berths as if resting under their own roof-trees.

Morning—and we are far out in North Dakota, looking through the car-windows at its matchless and marvelous plains.

Many of the passengers, particularly those of Scandinavian birth, have left the train—have reached their destination—and are ready for the new life—the more opulent opportunities that North Dakota holds in store.

On and on we went through the matchless morning. No bluer sky ever hung over Rome; no balmier zephyrs ever played across Italian plains; no greener the grass of that adorable clime!

I suddenly became aware of the fact that a man and woman of Dago origin were talking very loud in a far corner of the car, and ornamenting their remarks with gestures that made up in emphasis what they lacked in grace. Presently a brakeman came in, and the male descendant of Romulus began:

"Losa mon."

"How much?"

"Fif"—mon."

"Fifty-dollars?" inquired the brakeman.

"No-a. Fif' centa."

"Git up!"

They got.

After shaking out their blankets the brakeman found their coin. The woman caught at his hand and would have kissed it, but he ungallantly snatched it from her grasp.

After this little episode, everything was eloquently still for several miles.

A large, well-dressed man—well-dressed except for the fact that he wore a very big ring on the third finger of his right hand, a very big

pin in his scarf, and a very big charm on his watch-chain came into the car, seated himself across the aisle from where I was reading, took a cigar from his pocket, and turning to me demanded a match in a deep, stern, imperative tone that at once put me on my mettle.

"But what if I have no match?" I asked, meekly.

"Looky here," he thundered. "Have you or haven't you?"

"That is the question! in the language of Hamlet," I replied.

The great, beefy face of the man broke up into a goodly smile, and he said:

"I s'pose you're an actor, like myself. Our company broke up a few days ago—stranded, you know; but I had a few ducats left—enough to carry me to the slope, where I have the promise of a stock engagement. Am afraid the balance of our company will be forced to count ties back to New York."

By this time I had relented as to the matter of matches, and he rapidly filled the car with the scent of a twofer.

I was impressed with the air of prosperity that seemed to prevail in all the towns through which we passed. In fact, I know of no Northwestern State that has a more encouraging outlook than North Dakota. Its bad days have gone glimmering, and only some unforeseen calamity can prevent it from realizing the grand, golden dreams of its founders.

I asked a trainman how many emigrants passed over the Northern Pacific in the course of a year.

"One-hundred-and-fifty-thousand, on an average, I would judge," was the response.

"What nationality is most largely represented?"

"The Scandinavians, though we have many people from the older States—principally young men."

"Many English?"

"No—few—unless you call the Canadians English. We have Germans by the car-load, and Irish till you can't rest."

"What State seems to be catching the most emigrants at present?"

"Washington."

And with that he went his way. Like all the other employees on the train he was courtesy incarnate, and I observed with pleasure, and with pride in the American character, that they treated the humblest passengers with the utmost kindness and consideration.

In fact, an emigrant on the Northern Pacific will regard his trip over the road with unalloyed enjoyment, and will refer to it in after-times as one of the happiest events of his life.

PAUL CONDE.

NEARLY SETTLED UP.—At the present time there is but very little of what may be practically called the unsettled region in the Western States. The official reports show that the unsettled areas of Kansas and Nebraska are only a third of what they were ten years ago. What was a sparsely settled region in Texas in 1880 is now the most populous part of the State. In the Dakotas the unsettled regions have been reduced to one-half of their dimension of ten years ago. Even in the mountainous regions of Montana and Colorado the settled area has spread until it now covers one-third of the former and two-thirds of the latter State. Rapid progress has also been made in the unsettled areas of New Mexico, Idaho, Wyoming, Oregon, Washington and California. Nevada is the only State that is an exception to the general progress. Its population is a third less than it was ten years ago. But though less in number the population has spread out over a greater territory, owing to the decline of the mining towns and the development of the grazing and agricultural industry.—*Duluth News*.

A TARAHUMARE RUNNER.

Thick, rawhide sandals on his feet,
A bronze-red figure full of grace,
Inured alike to cold and heat
He stands the flower of his race;
Broad in the chest, with lower limb
Symmetrical and hard and slim,
With breech-clout steeped in somber dyes
Folded securely round his thighs;
And loosely on his massive breast
A necklace rude of shells is hung—
By some cliff-dwelling maiden strung
And by his coarse, black hair caressed.
His hair, from whence his dark eyes glow;
The runner, Candelario.

Far in a savage vastness wild
He makes his home the cliffs among,
Where chaos lies in fragments piled
And chides the thunder's muttering tongue,
Where the red lightning's fingers reach
All sudden through the storm-cloud's beach;
And where the hurricane's fell wrath
Through mountain timber sweeps its path;
And here upon the deer's faint trail
He follows on from day to day,
From ruddy dawn to evening gray,
O'er cliff and chasm, sand and shale;
Till with his knife he slays the roe;
The runner, Candelario.

A hundred miles a day to him
Is nothing—as with dog-trot pace
He takes departure stanch and grim,
Nor stops nor falters in the race—
A primal athlete he, who goes
Where the swift torrent downward flows;
Across the steeps in level flight,
Adown the glens and up the height—
The weary wolf will seek repose,
And deer shall in their covert bed
Lie down and rest, while overhead
The crow his flagging wings must close,
Yet onward speeds yon speck below;
The runner, Candelario.

—Ernest McCaffey in the *Independent*.

Must Have 'Em.

Another consignment of goods was received at Mandan this week for the Standing Rock Indians. There are a lot of bureaus, chairs, etc., ninety-two dozen brooms and a large quantity of stove-pipe. We think the broom business is rather overdone, but probably the handles will come in handy for picket pins. The drawers of the bureaus are said to make excellent toboggans and the papooses have great sport sliding down hill in them. The Indian must have all the accessories of civilized life, no matter what it costs.—*Mandan Times*.

The Town of Tombstone.

"Mr. Warner, of Tombstone, I believe?" "Itight you are," said a man with a big mustache and broad-brimmed hat, in the office of the Brunswick, yesterday.

"Yes, I'll tell you how Tombstone got its name. In the early days, when the Apaches were pretty bad around our part of the country, a prospector came along by the name of Ed Schiflin. He had been prospecting for a good while without finding much of anything, and when he announced his intention of trying his luck around our camp (which was then totally without white population) he was warned that he would not get back, and his friends would have to go up and build a tombstone on his grave."

"He went, though, and the first day he found a rich piece of float which assayed \$2,750. The man is now worth \$2,000,000, and the place has had the name of Tombstone ever since. In appearance he is a common miner yet—wears a red

flannel shirt, top boots and a broad hat, and doesn't care a fig for his personal appearance."—*Rocky Mountain News*.

How They Succeed.

A young newspaper man who last spring found himself in Whitman county, Wash., 500 miles from his base of supplies and "broke," hired out to a farmer. He was set to plowing with a pair of horses, but, both man and beast being new to the business, the furrows looked as if they were the result of an earthquake rather than of design, so crooked and zig-zag were they. At the close of the day the farmer rather testily criticised the job. The newspaper man felt that his doom was sealed, but mustered up courage to reply: "I know the rows are rather crooked, but the sun was extremely hot to-day, and it warped them." The answer turned away the farmer's wrath, and, instead of being discharged, the new comer was given a much easier and pleasanter job, and is now the farmer's son-in-law.—*Washington Ex.*

The Montana Farmer.

In no country in the world—in no vocation to which human energy must bend, says the *Helena Journal*, is there room for more real independence than upon a Montana ranch. A well accoutered farm, nestling in a sun-kissed valley, and watered by mountain streams, is an ideal home. No man can read his title clear to happier days than the Montana rancher. He can echo the words once found inscribed upon a rare old English drinking mug:

Let the wealthy rejoice,
Roll in splendor and state,
I envy them not, I declare it;
I eat my own lamb,
My chickens and ham,
I have sheared my own fleece and I wear it.
I have lawns, I have bowers,
I have fruit, I have flowers,
The lark is my morning alarmer;
So jolly boys, now,
Here's God-speed to the plow,
Long life and success to the farmer!

Ah! Stay There.

"Speaking of the Great Northern Railroad," said Railroad Commissioner Geo. C. Harmon, of North Dakota, to a Minneapolis *Tribune* reporter, "reminds me of a little incident that occurred shortly after the legislature had convened last winter. A statesman from a northern county, whom we may call Hexrud Osgrumson for short, came to me one day and said:

"'Mr. Harmon, how is it about a pass? I would like to get one over the Great Northern.'

"'I don't see what I can do for you, Hexrud,' says I. 'Perhaps Jim Hill don't know you are here. I don't know why he should neglect you in that little matter, if he knew you were here.'

"I thought no more about it for a few days, until I was informed of the telegraphic correspondence between my friend Osgrumson and the president of the Great Northern. This is the statesman's telegram:

'HOUSE OF REPRESENTATIVES,
BISMARCK, N. D., Jan. 5, 1891.

James J. Hill, St. Paul,
I am here.
HEXRUD OSGRUMSON.'

"And this is President Hill's reply:

'GENERAL OFFICES GREAT NORTHERN RY.,
ST. PAUL.
Hexrud Osgrumson, Bismarck, N. D.,
I am here.'

JAMES J. HILL.'

A Ghost in the Gagnon.

There is one miner in Butte who will never go down the Gagnon mine again, and particularly in the vicinity of the 700-foot level. He ran out of there last night, and reached the surface as rapidly as the cage could carry him, and badly scared. He declares he saw the ghost of Owen

Williams, who met his death at that level about one year ago by falling rock. He says he not only saw the ghost, but it spoke, saying repeatedly: "Hello, pard!" There are three other miners who work on the same level, and they also say they heard a voice say, "Hello, pard!" A search was instituted and the level inspected for a distance of about 1,000 feet, in the expectation of finding somebody who was probably injured, but there was not a sound within the silent walls except the occasional dripping of water in some crevice. Still the voice was frequently heard, and the only topic of conversation among the Gagnon miners to-day is the ghost of Owen Williams. The miner who claims to have seen the ghost is an Irishman who believes in ghosts. He applied for his time to-day, and said he would not go down the mine again. One of the timbermen also says he heard the voice, and all that could be distinguished was "Hello, pard!"—*Butte Inter Mountain*.

If the Grave Spared, the Jail Claimed.

Miles City is about two miles from Fort Keogh. The trail from the post to the town leads over an old Indian battle-ground, through Powder River and around a clump of aged and rugged trees. Six years ago Miles City was a "hummer," but two cold winters killed all the cattle on the ranges, and came pretty near killing the town at the same time. But old-timers who walk about the streets with white sombreros seem to think the camp is on the mend. And talking about the old-timers, I sat for half an hour the other day listening to two of them who were recalling the names of old companions. One of the men was from Bear Paw Mountains, the other lived in Miles:

"What's become of Bill Brennan?" asked the Bear Paw man.

"Dead," replied the citizen of Miles.

"What killed him?"

"Hung for horse stealin'."

"And old Holt Bruce?"

"Dead."

"Git out!"

"Eh, eh."

"What was the matter?"

"Hung."

"For killin' that old cuss at Clark's Fork?"

"No; stealin' horses long the Little Missouri."

"Where's Ned Thomas?"

"Jail."

"For the same thing?"

"Pon my word, I don't know. Heard he was in jail, and I guess he is."

"And where have you been all this time, Dave?"

"'Bout nine years since I saw you, ain't it?"

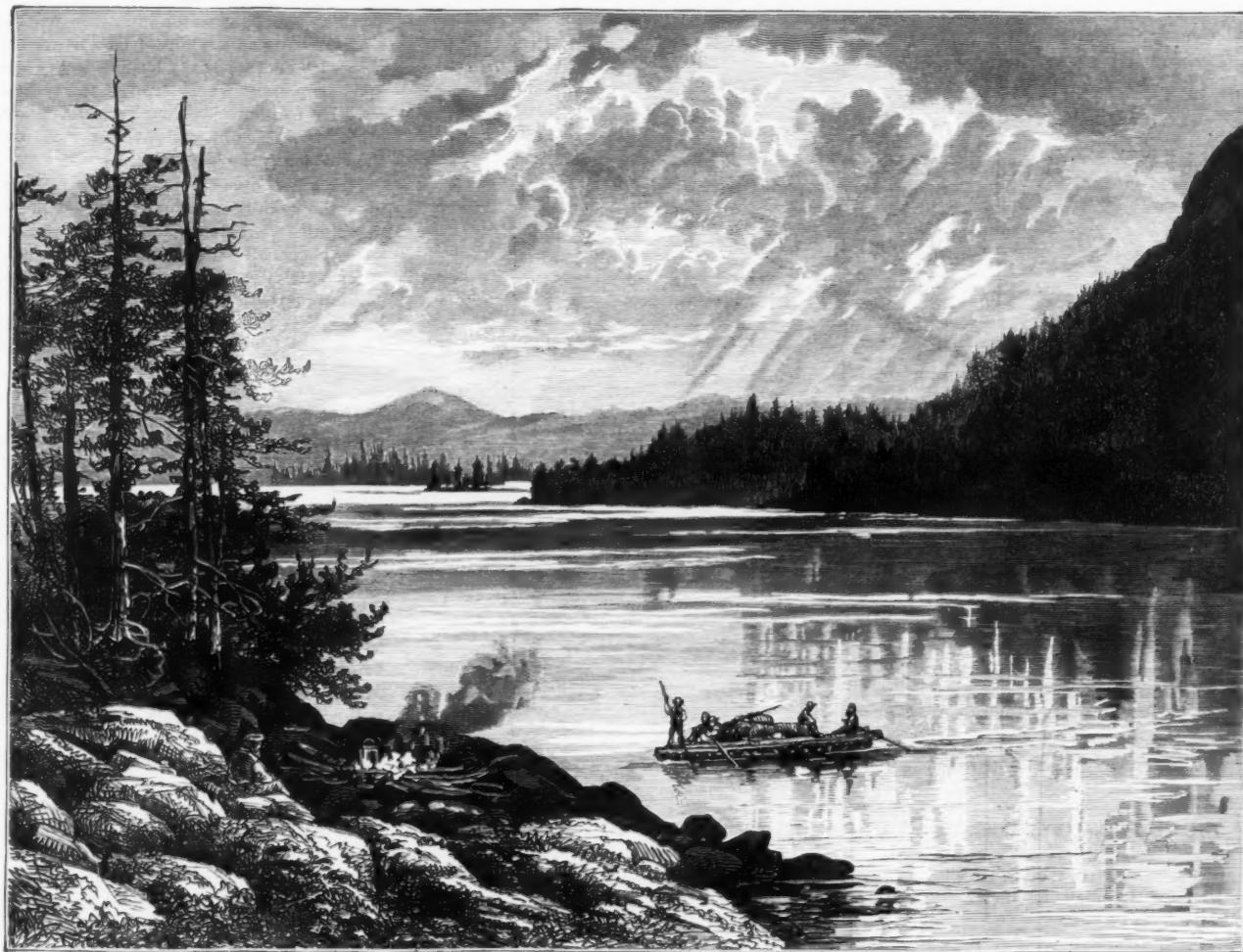
"Eh, eh."

"Well, I was in the jug for three years in the Coeur d' Alene country for changing brands on cattle. Then I was four years in jail at Sioux Falls for killing a man who stole a whiffle-tree. Got run across the range since that, but I'm gettin' decent now, 'cause the boys are all goin'. Let's get a drink; but before we do, tell a feller what you're doin'."

"Hain't doin' nothin', Dave. I'm under indictment for sellin' whisky to Injuns. But 'tain't so."—C. S. Seymour.

A Curious Mark.

There was born in Helena, about three weeks ago, a girl child, which is perhaps as oddly marked as ever a human being was. On the left side there is a representation of a railroad track, running from under the arm down to the hip. About half way between the point of beginning and the end the track takes a curve, running partly over the chest. Right in the center of this curve and under the track is the representation of a child's laced shoe, with the laces show-



ON THE YUKON RIVER, ALASKA.

ing plainly. Up to within a few days ago, only the nurse and the doctor were aware of the peculiarity. The other day the mother, for the first time, was preparing to bathe the baby, and saw the picture. For a moment she was at a loss how to account for it, but soon she remembered an incident in her childhood which had been forgotten for many years. The mother when about five years of age, lived in Virginia, on a farm. Several miles from her home was a railway station, and often this child, with her brothers and sisters, would go down to see the train pass. One day, while playing along the rails, the little one got her foot caught under the rail, and while thus imprisoned she heard the whistle of a coming train. She was so badly frightened she could not cry out; but one of her sisters, noting her predicament, ran out, cut the laces of the shoe, and when the train was almost on her she managed to pull her foot out of the shoe and escaped. Speaking of the matter, the mother says she can recall even just how the rail, with her foot under it, looked when she heard the whistle of the train; but that it made such an impression as to be transmitted to her child she can scarcely realize. This marked baby is the third born to the lady, the others having no marks whatever upon them.—*Helena Independent.*

Up the Yukon for Life.

Father F. X. Prefontaine has as his guest Father Barnum, of Baltimore, who is on his way to the missions in Alaska.

A man who would voluntarily go into such an exile is in himself worthy of more than passing note. Father Barnum is a Jesuit—a member of the famous Order of Jesus, founded by Loyola,

an order which has done so much in the missionary and educational work of the Catholic church—an order whose name is a synonym for devotion and zeal. This priest from Baltimore is yet a young man, although his hair is just touched with gray. He has finely-cut regular features, deep gray eyes, an intellectual head, and a face whose expression shows clearly the highest education and refinement, and withal the touches of asceticism. He looks every inch the ideal priest, such as Cardinal Newman was.

He goes by the next Alaska steamer to one of the three missions in the savage Youkon region, where the natives, thinly scattered, seem to the average man hardly worth saving from their sins and degradation. These missions were founded by Archbishop Seghers, of Vancouver, who was murdered there in the wilderness by one of his own followers. Later these missions were transferred to the Jesuits, who have since supplied that land of ice with devoted missionaries.

"I know nothing of the country," said Father Barnum, yesterday, "except by report, for I have never visited Alaska. My home is in Baltimore. The conditions of life there are very crude, I suppose, for the population is sparse and there are almost no whites in that part of Alaska. The six missionaries now there have been living in a sort of a hut and doing what they could to reach the natives. The winters are long and cold, the summers brief; but we have the midnight sun."

"How long shall you stay?"

"I do not know, I suppose it is for life," was the quiet answer. "You see the first thing to do is to learn the native language. That takes some time. A man is of little use until he knows the language and becomes accustomed to the climate. After that it would be folly to take him

away and send a new man, unless his health breaks down."

This reply, showing the absolute obedience to the superior of the order—a perfection of discipline which has largely helped to make the Jesuits the greatest and most successful organization of the kind that the world has ever known—brought a practical end to the conversation. But this would recall a story of the Jesuits which is worth the telling. A young man—an acquaintance of the writer—was admitted to an audience with the aged general of the order at Rome. On the study table was lying a map of Africa, and the general, pointing to a spot on the dark continent, said: "Twenty of our missionaries were killed there last March. We must send others soon."

"But wll they go?"

"Go, my child? Why, I shall send them."—*Seattle Post-Intelligencer.*

The Finest Fish.

The finest fish in the world is the mountain trout and salmon trout. The best place in the world to catch them is in the streams emptying into the Willapa Bay and especially the Willapa River. It is a very common thing for a person to leave here and go three or four miles up the river to some point where a fresh water stream comes into the river, fish two or three hours and return with three or four dozen as fine trout as ever were seen. Last Sunday we took a trip up to the head of one of the salt-water sloughs, about one mile, where a very small fresh-water stream came in, and within two hours we had fifteen mountain trout on our string. Truly, this is a fisherman's paradise.—*Sea Haven (Wash.) World.*



NELSON STORY'S MILL, BOZEMAN, MONTANA.

GALLATIN VALLEY FARMS.

How Farmers Prosper on the Rich Valley Lands
Near Bozeman, Montana.

BY E. V. SMALLEY.

The Gallatin valley was the first part of Montana to be occupied by farmers. Attracted by the fertility of the soil, the ease with which irrigation could be practiced, and the natural beauty of the valley, many adventurous men who came to the new gold fields in the sixties concluded that farming was a surer business, and stuck their stakes here. They, and others who followed their example, have built up a very attractive agricultural community, which supports the large and wealthy town of Bozeman. The valley is traversed lengthwise by a number of swift streams, from which it was not difficult to take out ditches; and the raising of grain and vegetables was very profitable in the old mining days. More systematic methods of irrigation have been adopted as population has increased and more land was needed, and now an important canal enterprise adds at once over 20,000 acres to the cultivable area. While the acreage under ditches has been thus largely increased, a discovery of great importance to the future of the valley has been made and amply confirmed during the past few years. Formerly no one attempted to till the soil without irrigation, and farming was therefore restricted to the floor of the valley; but enterprising men made a cautious trial of the uplands lying right against the rugged flanks of the mountains, where it was not possible to irrigate. They found that these lands held much more moisture than those in the valley proper, and that they could raise upon them good crops of wheat, oats and barley. Now the foot-hills for twenty or thirty miles below Bozeman are checkered with grain fields, and new farm buildings nestle in every mountain cove. Not less than 100,000 acres have been added to the tillable area of Gallatin county by this discovery. The hill farmers appear to prosper as well as the valley farmers. South of Bozeman, clear

up to the head of the valley where the streams issue from the mountain gorges, this upland farming movement is steadily extending. Land which nobody has hitherto thought worth claiming is now being taken up by homestead settlers.

The profits of farming are still much greater here than in the East, by reason of the heavy and regular yield of crops, and the better prices for many staples. A farmer with 100 acres in wheat last year obtained \$3,000 for his crop, and paid out not quite \$300 for labor in irrigating, cutting and threshing. Another, who raised seven acres of potatoes, sold the yield for \$1,200. No wonder such farmers live in comfortable houses, drive fine teams and keep bank accounts. There is no region in the United States where there is less risk in agriculture, or where the yield of staple crops will average higher, or where prices are better. Nothing is sent outside of Montana to find consumers. The population in the mining towns and camps needs the flour, the vegetables, the dairy products and the fruits, and the horses and mules require more hay and oats than the State produces. It follows that prices are always those of Iowa and Minnesota plus the freight rate to the Montana town where the articles are marketed. Montana needs more farmers, and the man who knows the trade of farming, and is practical and industrious, who will get hold of a tract of this rich Gallatin land, need not fear that he will be ruined by crop failures or eaten up by mortgages.

The best opportunities for new agricultural settlers to establish themselves in this delightful valley will be found to lie in one of two directions. If they desire to go into grain and general farming, they can buy new land of the company that is now constructing the great West Gallatin canal. This company acquired, at low prices, large tracts of land, before it began work on the canal. As this land could not then be irrigated, it was valuable only as stock range. The plan of the company is to sell its land at very moderate prices, having a water-right go with each tract sold, contingent for its perpetuity upon the payment of an annual water-rent. A

settler buying this land can begin his plowing and fencing at once and raise a crop next year. With an abundant water supply, he can count to a certainty upon a yield of oats averaging, one year with another, sixty bushels to the acre, and upon an average wheat crop of thirty-five bushels. He can raise barley, rye, clover and timothy, but no corn, the nights being too cool and the autumn frosts too early.

The other opportunity for new settlers to go upon the land, is to buy a small tract near Bozeman, say twenty acres, and raise strawberries and other small fruit, potatoes and garden stuff. A man with five acres in potatoes, five in berries and ten in pasture for team and cow, has a sure and by no means scanty living. Strawberries ripen late in this high valley, and reach the markets of Helena and Butte after the season is over in Utah, from which the early berries come. One farmer, who has a fine strawberry field, has contracted to sell his whole crop this year for sixteen cents a quart. There need be no fear of overproduction, if a number of new men go into the business, for the berries are so large and firm that they could be shipped to St. Paul and Chicago, in case the Montana towns should not consume the entire crop. It is profitable to raise strawberries in New Jersey at five cents a quart, and the Montana grower who gets from fifteen to twenty cents, must be making money. Gooseberries, raspberries, blackberries and currants are almost as profitable as strawberries. Apples will not grow in this high altitude, neither will pears or plums. There is only one valley in Montana where these fruits flourish, and that is the valley of the Bitter Root, west of the Main Divide. For small grain and small fruit, however, the Gallatin Valley is unrivaled. Its deep alluvial soil, its long, sunny summer, its mountain breezes and cool nights, perfect the growth of cereals and give size and flavor to small fruits and vegetables.

The only serious charge that can be brought against the climate of the Gallatin Valley is the liability of showers to turn into snow, in May and September, and even in the summer months in exceptional years. No frost accompanies these unseasonable snow-falls, however, and after the clouds pass away the white mantle disappears in an hour or so under the warmth of the sunbeams. The farmer rejoices at a snow-storm late in May, saying that it saves him one irrigation of his crop. The winters are no longer and no more severe than in the New England States. As a rule there is good sleighing from about Christmas until about the middle of March. Spring is not as fickle as on the Atlantic coast. The summer is characterized by cloudless skies, save for an occasional thunder-storm, warm days and nights always cool. The autumn is, as everywhere in America, the best season for outdoor enjoyment, and it is usually prolonged into December. There are neither hot winds in summer nor cold winds in winter. The valley is completely encircled by high mountain ranges, and from every gorge in these mountain walls issues a stream of pure, transparent water which flows under thickets of wild rose and syringa brakes until turned into ditches to refresh the farmers' fields.

To give the reader an idea of what improved land is worth in the vicinity of Bozeman, I copy the following from a real estate firm's list of properties for sale:

Ranch, nine miles from Bozeman and four from the railroad. Good water-right; improved; 640 acres; \$18 per acre.

Ranch, six miles from Bozeman. Choice bottom land; improved; 220 acres; \$30 per acre.

Ranch of eighty acres, one mile from Bozeman; improved and all under ditch; \$50 per acre.

Two ranches, four miles from Bozeman, 640 acres each; well improved; \$30 per acre.



THE CITY HALL, BOZEMAN, MONTANA.

□ Ranch of eighty acres, adjoining town-site. \$100 per acre.

Numerous small tracts of land, under ditch and suitable for small fruits; all under irrigation; distance from Bozeman, three to six miles; from \$40 to \$75 per acre.

Our Bozeman illustrations this month include a picture of the city hall and opera house, a handsome building being erected by the city for the combined purposes of municipal offices and public entertainments. The office part of the building is occupied by the mayor, city treasurer, municipal court and public library. In the rear of these and under the same roof is a commodious and well-equipped opera house, with stage and scenery fitted up in good style for first-class performances. This attractive theater draws to Bozeman good dramatic and musical companies, such as visit Helena and Butte on their way to and from the Pacific Coast.

Across the street from the city hall is the new hotel called "The Bozeman," to which our small sketch does but scanty justice. It is a four-story brick building, with large office and reading rooms, a spacious dining room, handsome parlors, private baths, steam heating apparatus, electric lights and accommodations for 200 guests. This hotel has already been fully described in this magazine. It was opened last spring and has already justified the liberality and good sense of the Bozeman citizens who put money in it by attracting to the town a class of tourists and business travel which never goes where good hotel accommodations are wanting.

Much of the wheat grown in the Gallatin Valley is ground into flour of excellent quality in mills run by water power. One of these mills, located about three miles north of the city is shown pictorially herewith. Bozeman flour is marketed in all the Montana towns and mining camps and has a well established reputation.

For more detailed information regarding the agricultural and mineral resources of the Gallatin Valley and tributary country, and values of Bozeman real estate, the reader is recommended to address any of the following firms at Bozeman:

The Montana Mining, Real Estate and Investment Company, that handles Montana mining properties and real estate in Bozeman and the Gallatin Valley.

□ R. R. Finlay, agent for the Minneapolis syndi-

cates, Capital Hill Park and Spring Brook additions to Bozeman.

Imes, Ferris & Co., real estate and loan agents and mining brokers.

S. P. Panton & Co., dealers in real estate, mines and mining stocks.

Swan & Irvine, real estate and mining brokers, mines and mining stocks a specialty.

Gardner, Smith & Co., real estate agents. Sole agents of Meadow Spring Suburb.

Lindley & Hundley, real estate, insurance, loan and collection agents.

C. S. Jackman, real estate and loans.

The Bozeman Board of Trade.

A WONDERFUL FREAK.

One of the most wonderful freaks of nature the world has ever known recently attracted attention in St. Paul, and Spokane Falls figures as the central scene in the phenomenon. It is no less than a horse that bears in its left eye a perfect picture of the waterfall at Spokane Falls. The eye has been seen and examined by hundreds of persons, and compared by them with photographs and other pictures of the falls, and no one has yet failed to pronounce it a correct picture. In discussing the matter with a reporter, a Spokane Falls gentleman said: "Mr. Deakin, the owner, sent the horse down to the hotel where I stopped in order that I might see him. The horse is white in color and of medium size. I was somewhat skeptical about the story until I looked into the animal's left eye, when I

beheld a perfect reproduction of a part of the fall of the Spokane River as true to life as the best photographs." The part of the falls shown is from the water works across to the mills. The island on which the water works stand is also shown. The picture is absolutely perfect in every detail. The horse was sold in St. Paul with a number of other horses, and the wonderful picture in his eye was not discovered until he had passed into the possession of Mr. Deakin. Hundreds of people have viewed the horse, and Mr. Deakin has received an offer of \$7,000 for him, which he promptly refused. He also received a flattering offer to exhibit the animal in

the principal towns in Montana. No such a phenomenon, or whatever it may be called, was ever heard of before, and the horse will prove a great advertisement to Spokane Falls when placed on exhibition.—*St. Paul Globe*.

AN IMPORTANT DECISION.

The United States Supreme Court recently decided that a townsite patent is good as against subsequent mineral discovery. The case involved the title of a portion of the townsite of Butte City, on which is located the Gold Hill mining claim. A. J. Davis was one of the defendants to the action, brought in the then Territorial courts of Montana by Wiebold, who claimed ownership of the land above referred to, which embraces about seven acres, by virtue of a mineral patent issued to him in 1880. The case was decided against Davis, et al., in the Territorial Court, and Davis alone of the defendants thereupon appealed to the United States Supreme Court, basing his claim to the land on the townsite entry. In the opinion which was delivered by Mr. Justice Field, the court says in substance, that the law exempting mineral lands from the provisions of townsite, as well as all other entries or grants, must be construed merely to prohibit the passage of title, not upon lands upon which valuable minerals may subsequently be found, "but only those where the mineral is in sufficient quantity to add to their richness and to justify expenditure of its extraction, and known to be so at the date of the grant."

MINNESOTA HORSES IN RUSSIA.

The four beautiful gold medals suitably bestowed in a Morocco case, on exhibition in the west window of Meyer's jewelry store on Third Street, are the property of Senator Jay La Due, of Buverne, Rock County. Proud as the senator is of a clean and exemplary life as a citizen and business man and his successful career as a legislator, he is prouder still of these curious trophies with their odd inscriptions in the Scavonic language. They were conferred upon him by the Czar of Russia in recognition of his achievements in the improvement and development of the American trotting horse, and no breeder in America owns a more highly prized set of decorations. An American-bred trotting mare which found her way to the Czar's dominions developed such extraordinary speed and endurance as to attract the government's attention. This mare was bred in Minnesota by Jay La Due, the present senator, and though she has long since passed out of his ownership the Russian authorities persisted in their investigations until they finally succeeded in locating the breeder, to whom the four medals were duly forwarded.—*Pioneer Press*.



"THE BOZEMAN" HOTEL, BOZEMAN, MONTANA.



How She Fixed Him.

Massachusetts Woman—"I suppose the women generally vote as their husbands do?"

Wyoming Woman—"Oh, no; at least I don't. He is a Democrat and I am a Republican."

Massachusetts Woman—"And—and you don't quarrel?"

Wyoming Woman—"No, indeed. It prevents quarrels, in fact. Whenever he starts to grumbling about the biscuit I get him started on the tariff and he forgets the bread entirely."

Fooling Innocent Wives.

The postoffice lounger says that two well-known citizens were standing together in the corridor of the postoffice. One happened to notice that a postal card held in the fingers of the other was directed to the holder.

"Why, how does this come?" was asked, "do you write letters to yourself?"

"In this case, yes," was the answer.

"That's funny."

"Well, not so very. See the other side." He held it up and the other read:

Brother C——: There will be a meeting of the I. O. O. S. B., No. 275, at the hall on the evening of Jan. 20, to transact special business. Members who are not present will be fined \$15.

J. B. T——, Secretary.

"Yes, but I don't exactly catch on," protested the innocent.

"Oh, you don't! Well, I got the cards printed myself. The society is a myth. When I want to go out for an evening, I direct one of these postals to my house. When I reach home my wife hands it to me with a sigh. I offer to stay at home and stand the fine of \$15, but she won't have it that way. That's all, my friend, except that the scheme is worked by a hundred others, and our poor deluded wives haven't tumbled to the racket yet."

It's too bad to give this away, but it's too good to keep.—*Waitsburg (Wash.) Times*.

He Wouldn't Go Back on His Accomplishments.

"I did love a woman once," said old Farmer Brown, "an' I waited on her steady for a long time. I was a free, wild chap in them days an' thought she loved me as much as I loved her; her folks kep' naggin' at her to give me up. I was rough, they said, an' not fit to marry a girl like her."

"Well, it went on that way, as I say, for a long spell; in fact till I'd begun to hint that it was about time we two come to a definite understandin', an' I guess she felt the same. I was seein' her home from a little sociable one night—lovely night; I remember now just how we walked along in the moonlight till we got pretty nigh to her house, an' then she turned to me kind o' sudden like an' says, says she: 'Jim, I've b'en waitin' to ask you a few questions for a long time.'

"Her voice was kind o' trembly, an' I knew somethin' was comin'.

"'Well,' I says, 'whatever you ask you'll git straight, true answers, anyway.'

"I thank ye for that, Jim," says she, an' then after a minute she says: "Jim, you know my folks don't like yer."

"Most assuredly they don't," I says.

"After a while she says: 'They say you smoke.'

"I do," says I.

"We walked on a few steps an' then she says: 'They say you chew terbaccer.'

"They're right," says I. "I chew terbaccer."

"An' they say, Jim," says she, "that you drink."

"I do," says I, "when I feel like it."

"They say you swear, too," says she.

"Yes," I says, "vigorously, on occasion."

"Well," says she, kind o' quick, "I don't know as I'd orter marry a man with all them 'complishments.'

"Then," says I, "you'll have ter look further 'cause I've got em,' an I turned 'round an' went home an' never called on her ag'in, though she'd a had me in er minute, I knew she would, an' be'n durned glad to git me."—*Chicago Herald*.

A Texas Sermon.

A revival meeting at the First Methodist Church yesterday afternoon was called a want meeting, and was conducted by Abe Mulkey. The preacher said:

"My wife was reared a Presbyterian. I had known nothing but Methodism. At her request I attended her church. Once upon my return she asked: 'How did you like my people?' I petulantly answered: 'O, not at all; I don't believe anything they did. Why, they read their sermons, sit down to sing and stand up to pray, and it's all wrong. They ought to reverse everything and do like we Methodists.' My wife raised that long index finger of hers and let it fall as straight towards my pug nose as ever the needle pointed to the pole, and said: 'I know what's the matter with you, sir; you have got more of the Methodist Church in you than you have of Christ.' I tell you boys it was a center shot and rang the bell on the inside of me. I backed away from her feeling the rebuke, and the next thing I knew I was in the back yard upon my knees behind an old ash hopper—and, thank God, if I didn't have the sackcloth I had a barrel or two of first-rate unleached hickory ashes—and wept with deep contrition as I said:

'Here, Lord, is Abe Mulkey again. He is so full of conceit and bigotry and sectarianism that he can't even speak a kind word about his own wife's church. Lord, cure me of this meanness and littleness, and make me liberal, broad and conservative.' And from that day I have had no trouble along that line. Now see here: From what I see of the churches and people of this city, a public ash hopper is needed as big as your court house or postoffice building. And there needs to be a special day set aside by the city council and mayor to be known as general dusting day and the whole religious community needs to meet there and have one good wallow at least once a week to give them brotherly love and unity. And some of you people here tonight need a regular dusting-place in a back yard—something like that used by the old dominick hen—and the best sign that could possibly be shown that we were going to have a great big meeting would be to see a good-sized blotch of ashes on the broadcloth and silk of all of the professed Christians of Dallas. I would gladly chip in my *pro rata* to purchase a public ash hopper—a three-story one, with a Mansard roof and a French cupola and a gold ball on top of it. It wouldn't need a lightning-rod, for God is too merciful to let thunder-bolts harm an institution so much needed as a public ash hopper in Dallas. Let us remove all stumbling-blocks and have faith in God and go to work, and God will grant a great meeting."

"B'iled Shaker Sock Coffee."

Capt. Dan Thompson was a fisherman and head cook on a Columbia River salmon boat. He had a reputation as an expert in the culinary art, and used to cook for half a dozen boats engaged in the fisheries when they tied up at night. There was only one fault with his cooking. He didn't know how to keep his coffee from getting "muddy."

One day Dan went to Astoria. As he walked

along the water front he saw a big sign. "Fine Shaker socks, fifty cents per dozen," was the inscription thereon. "Just the thing," said Dan to himself. He entered the store and bought two dozen pairs.

For the benefit of the uninitiated I may explain that the "Shaker" variety of socks is one peculiar to the Columbia salmon fishermen, to whom they are recommended by their cheapness. They are worn by the more fastidious boatmen inside their great rubber boots for a period ranging from two weeks up. They are then thrown away, as they would hardly stand a washing.

Dan didn't buy the "shakers" to wear, though. He was above such weaknesses and had a thorough contempt for the "dudes" who had to wear socks. No! He had another purpose in view.

When the honest fisherman returned to his boat that evening he hastened to try his experiment. He put the ground coffee in one of the socks and threw it into the pot. The coffee turned out beautifully clear and everybody remarked it. Thus was Dan's fame increased.

One evening at Point of Pines, about fifty miles up the river, a larger number of boats than usual were drawn up on the river's bank. Dan determined, therefore, to make a particularly good pail of coffee. He took a double portion of coffee and laid out on the gunwale of the boat two socks. Then he started to prepare the evening meal.

Just then another boat drew alongside. The new comer saw the nice clean socks and looked at them longingly. He had been up the river for over a month and his own pair would last but a short time longer. Quietly he slipped off his boots and while Dan's back was turned, quietly replaced the clean socks with his own.

Under heavy shade of pines and in the fading light of the afternoon Dan didn't notice the changed appearance of the socks. They were damp, too, but that was probably occasioned by the water of the river splashing against them. He wrapped the coffee in them and dropped them into the boiling water. The strange captain looked on but held his peace.

Everybody wondered that evening what was the matter with Dan's usually good coffee. "Kinder tastes ez if ther' wus some Injy rubber in it," was the comment of one individual. However they added a little more molasses to sweeten it well and drank it down.

Thus far the stranger, who had joined the group had kept quiet. Now he stood up and began to snicker. The snicker increased to a laugh, the laugh to a roar. The fishermen wondered if he was crazy, and the laugher was asked if the supposition wasn't correct. He only pressed his hands on his sides and laughed harder still. Finally he fell to the ground completely out of breath. As he recovered his mind, but still emitted spasms of laughter, he managed to get out the horrible story to the encircling crowd. "B'iled sock coffee!" he fairly shrieked, and then had another spasm.

"For Lord's sake, drag off his boots," some one shouted. It was done and the unspeakable proof of Dan's horrible mistake was revealed. The man had on a clean pair of socks. Dan stood aghast, while the other victims rushed to the water. Your Columbia salmon fisherman has a pretty strong stomach and not a very lively imagination, but the recollection of "that Injy rubber taste" was too much for him.

Poor Dan tried to redeem himself that night by making the stranger the subject of an aggravated assault. But his reputation was blasted forever; public confidence in him was never restored. And to this day he has not recovered from the cloud of infamy which an unfortunate mistake brought over him.—*New York Herald*.

JIM MARSHALL'S NEW PIANNER.

'Twas 'way about the old San Juan that me and big Bud Beedles Located—near the San Miguel—a camp we called "The Needles." There wasn't many of us there, Tom Kane and Jim McCarty, Cap Flagler, Riley Lambert and Lish Rowe made up a party To celebrate a grand event, as ever you set eyes on, In Tommy Ghetto's little tent, where he dispensed the pizen. Jim Marshall'd been plugged up by some on us to go and send for A bran new pianna fortay, and bring it up from Denver. Zeb Tetlow, Missourian, as miserable a sinner As ever crossed the Cimmaron, or posed as a "mule skinner." Had brought the box from Silverton, right thro' in his freight wagon, And we turned out to celebrate its advent with a jag on Walt Fletcher, a darned lively cuss, as funny and as frisky, Who at the best done nothing wuss than punish barbed-wire whisky; Clabe Jones, Tom Hudson, Burrill Wade, Old Creek and Tommy Tanner, Was members of the committee, to welcome the planner. We all dropped into Ghetto's tent, first one and then the other. We put away one poultice and then paralyzed another, We opened up the box and we tore off the paper lining, And then the new planner stood, a-glistening and a-shining. We set it in the corner, just as tender as a brother, And then we took another drink, and then—we took another. And Walter Fletcher, he remarked "as how he'd hate to say it, We'd got the elephant, for not a cuss know'd how to play it." Clabe Jones allowed that "he would sing, if we could find a fakir," But none of us dare touch the thing, for if we did we'd break her. But Burrill Wade, he said that "back in Maine he had a sister That could play the Suwanene River till 'twould knock us all a-twister." Lish Rowe allowed "he knowed a gal 't could play the 'Maiden's Prayer' Till you could close your eyes and swar you climbed the 'Golden Stair.'" But just about this minute something happened, that I think Would make "Salvation Army saints swar off and take to drink: Tom's tent front door blew open, and a figure hove in sight That made each one of us to doubt if we was just all right. A cuus, dressed in a canvass coat, a hat cut fillagree, A pair of pants, half soled and heeled, a shirt d-d neglige. His nose, like a peeled onion, a reg'lar cherry red, And eyes all bleared and bloodshot, seemed a bustin' from his head, A reg'lar mountain nomad, whom nobody knew in camp, A ne plus ultra specimen of the biped called the tramp. We looked at him, he looked at us, and then his gaze turned whar Six glasses of red licker stood, on Tommy Ghetto's bar, He landed one beneath his belt, just like a mornin' bracer, And then another followed suit, wo't Lish Rowe'd call a "chaser." Then wiping off his lips with an old, ragged, red bandanner, He planked himself right down in front of Marshall's new pianner. None of us spoke, we held our breath, for just about a minute, And when he hit them ivories we all knowed he was in it. He thundered off "Boulanger's March"—you bet, it was a daisy. And then he hit a reel that nigh knocked Tim McCarty crazy. And then he run the gamut up to "Comin' Thro' the Rye," And played "Stick to Your Mother, Tom," until he made us cry; "The Gates Ajar," until I'd swear I heerd the angels singin'. Then with old "Johnny Get Your Gun" he set the rafters ringin'. He played "The Song That Reached My Heart," till Burrill Wade went looney. He rattled "Playmates" off, and then switched on to "Annie Rooney." At handlin' Mendelssohn, you can bet he was a lily. He resurrected "Wagner," that would knock old "Blind Tom" silly. He played "The Sad Sea Waves," until you'd think you heard them sobbing.

And then he trilled that "old Scotch air" of "Won't You Tell Me Robin?" He swayed around the "Blue Danube" and "Old Walylie," too. Then the "Star Spangled Banner" and the old "Red, White and Blue." He wandered through "The Miserere," and thundered the "Te Deum." Until I thought of "Eddie Pies" at Hank Cline's Coliseum. He played a skit from "Adia," that just woke up "Tommy Ghetto." Who hollered out "Bravissimo, Decapo, Allegretto;" He thundered o'er the treble with a rattle and a roar, We heard a crash, and like a flash, he vanished thro' the door. We made a rush to stop him, but he vamoosed in a wink, We stood a moment dumfounded, and then—we took a drink.

* * * * *

The Needles camp is busted, "Barrell Wade's" in Kansas City, "Tom Kane" shot "Riley Lambert," and was "strangled," more's the pity, "Clabe Jones" is down in Mexico, a stealin' Texas meat, And "Walter Fletcher's" writin' songs in Forty-seventh Street. "Cap Flagler's" in Durango, I'm dallying with the drama, "Jim Marshall's" jumpin' lots, way down in Oklahoma, "Lish Rowe" he takes his bourbon straight, when he goes on a bust. "Tom Ghetto's" out in Frisco, still looking for the dust. "Old Creek" is up in Ogden, and the saints snared "Tommy Tanner." And a dance hall up in Rico captured Marshall's new planner.

—*Fairhaven Herald.*

Humors of the Mining Census.

A number of pretty good stories are now going the rounds—the replies received from mine owners to the census authorities. One man, a Californian, to the question of how many animals he employed, replied: "Three niggers and a cook."

The owner of an unproductive mine wrote: "The name of my mine is 'U. B. D.—', and all I can say to your qnestions as to its value is to repeat its name. The only things I ever got from the said mine are a sore back, a sore temper and a cook."

\$1,500 worth of debts. If you know of any misguided man who would like a mine free of charge, refer him to me. I will give him one-half of the 'U. B. D.—', and for your trouble I will make you a present of the other half."

An enterprising gentleman in New Mexico wrote: "Only the Almighty can get any silver out of my mine. It has all the characteristics of a silver bonanza except the silver. Hope to strike the vein some day; in the meantime may I strike you for the loan of \$5.

From a mine in Arizona the form was returned blank, but containing on the reverse the following touching communication: "The superintendent is dead drunk, he allays is; the secretary is in jail for assault and battery on the under sined. I am sick in bed from the effects, goo buy."

A Harvard graduate who had drifted out West contributed the following: "In answer to your questions I would say that so far as I know, the mine of which I have the honor to be the sole owner has never produced a red cent, although three former owners committed suicide after vain attempts to make the thing pay. In order to avoid a similar fate I have secured a flattering position as bartender and concocter of liquid delights in a local resort. If you ever come out this way hunt me up. I will give you the mine."

One on the Major.

The Fargo Sun advances the statement that in the eighty's, Major Edwards, after giving his employees their check for their week's work, would invite them to take tea with him, and after tea they would adjourn to a convenient room. A basket of champagne would be opened and a little game of draw commenced, just for amusement, you know, and before morning the major would have all the checks back, and lay them away until the next week, when they would be again paid out to the boys, and so on until the checks were worn out. In this way home industry was encouraged and money kept in the city.



EVEN THERE!

His Satanic Majesty—"Creature, why this sudden change of the temperature? The thermometer falleth by the dozen degrees."

Imp of Satan—"An it please your Infernal Highness, it cometh from Furnace 1,016, where the Royal Gridironer hath confined a gentleman from St. Paul with one from Minneapolis."

H. S. M.—"Hm! Methinks this coolness will expend itself. Leave them together. 'Twill be hot enough anon."

TACOMA.

Remarkable Progress of the New Commercial City on Puget Sound.

BY E. V. SMALLEY.

I first visited Tacoma in 1882 and have returned to the place once or twice a year ever since. I have therefore had ample occasions to study the growth of the new city on Puget Sound in all its stages and phases. In 1882 Tacoma was a village of perhaps 1,200 inhabitants, connected with the rest of the then small world of the Pacific Northwest by a railroad that ran down to the Columbia River at Kalama and transferred its passengers to a steamboat running to Portland. Two or three small steamboats ran upon the Sound. The big fir stumps stood in all the streets of the little town, save on the one thoroughfare of Pacific Avenue, which had been grubbed of roots and partially graded. The few vehicles that had errands on the other streets drove around the stumps. A railroad had been built for thirty miles up the valley of the Puyallup to reach a coal field and one or two trains a day came down from out of the forests and unloaded their burden at a small coal dock. The inhabitants of Tacoma lived on the business of a single saw-mill, the trade of the hop-growing valley near at hand, a little traffic afforded by the railroads and the wharves and on lively hopes of the future. There seemed to the casual visitor to be no possibility of developing the rude village into a city. What made such an ambition appear doubly absurd was the existence, only a little more than a score of miles down the Sound, of the well-established commercial town of Seattle, which at that time had five or six thousand inhabitants, with considerable wholesale trade and with steamboats that ran out to all the havens, rivers and islands of the Sound Basin. Seattle had its coal mines, too, and enjoyed all the advantages of recognized supremacy as the trade center of the region. Portland, distant 140 miles from Tacoma, was at that time a city of 35,000 people and was so much the mis-

tress of all the larger trade movements of the Pacific Northwest that she looked on Washington as just as much her own exclusive territory as Oregon and regarded the Sound towns as nothing but enterprising lumbering villages that helped to swell the volume of her business. And in fact there was very little in all Western Washington in 1882 worth mentioning outside of the lumbering operations, a little coal shipment to San Francisco by sea and two or three narrow strips of valley settled by hop farmers.

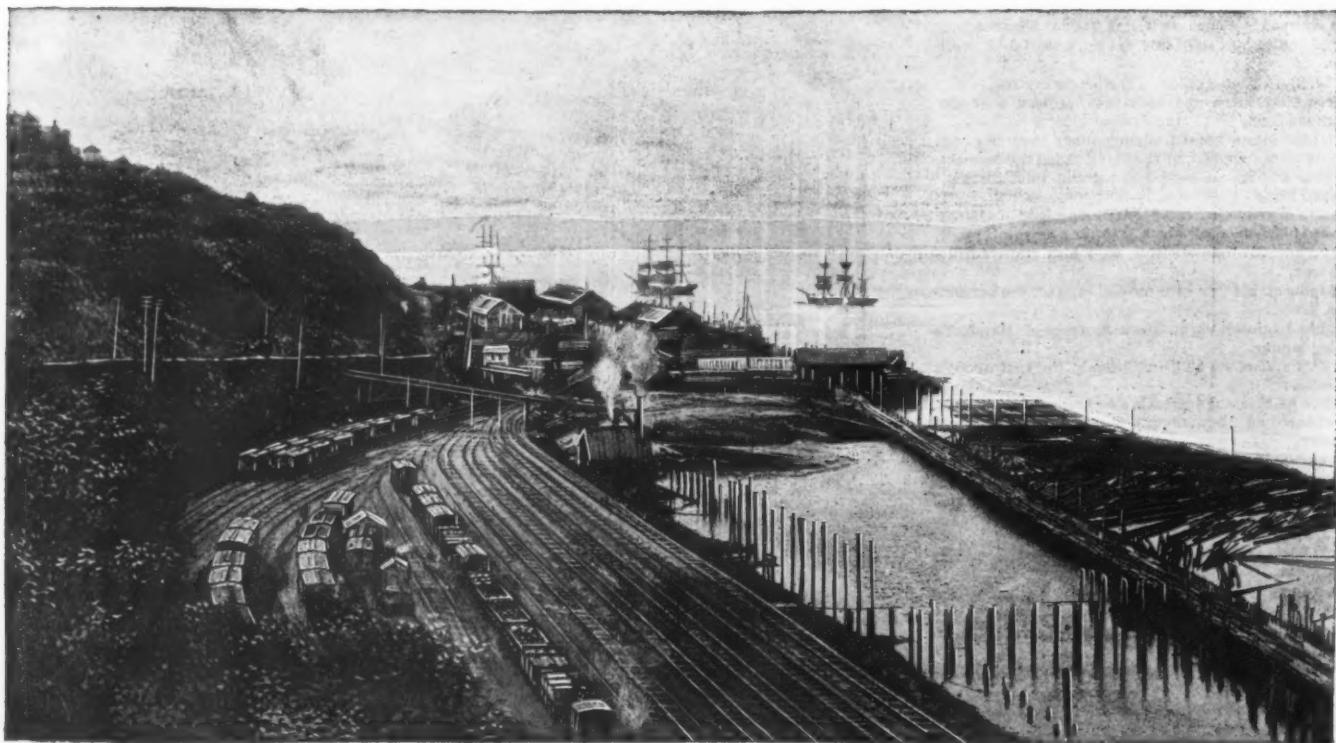
In 1883 a little link of road was built by the Northern Pacific from the south bank of the Columbia to Portland and the transcontinental line of that company was connected in Montana. It was then possible to go all the way from the East to Tacoma by rail and the town profited by becoming the extreme northwestern terminus of rail travel so that it doubled its population in about two years. Then it stood still for a time and its people grew discouraged. Some of them who had been longest on the ground began to doubt whether after all the place could be made anything more than a smart town. Perhaps they did not see the strength of its position as the ultimate key point to all lines of transportation by rail and water in Western Washington as well as did its friends in the East. When the Northern Pacific built across the Cascade Mountains, in 1887, Tacoma was at once emancipated from its subordination to Portland. It was no longer a little seaport beyond the big seaport, to which nobody went save by passing through the dominant city of all the region. On the contrary the stream of overland travel touched the tidewater first at Tacoma and then so much of it as was not destined to the Sound country went on to Portland. From the opening of this road dates the transformation of Tacoma from a village to a city. The process began at once and has gone on without interruption until there are now over forty thousand people where I saw the stumpy, lonesome hamlet in 1882, walled about by a somber forest.

It is very much the fashion in other towns in this region to say that Tacoma is an artificial creation of railroad effort. This is the silly talk

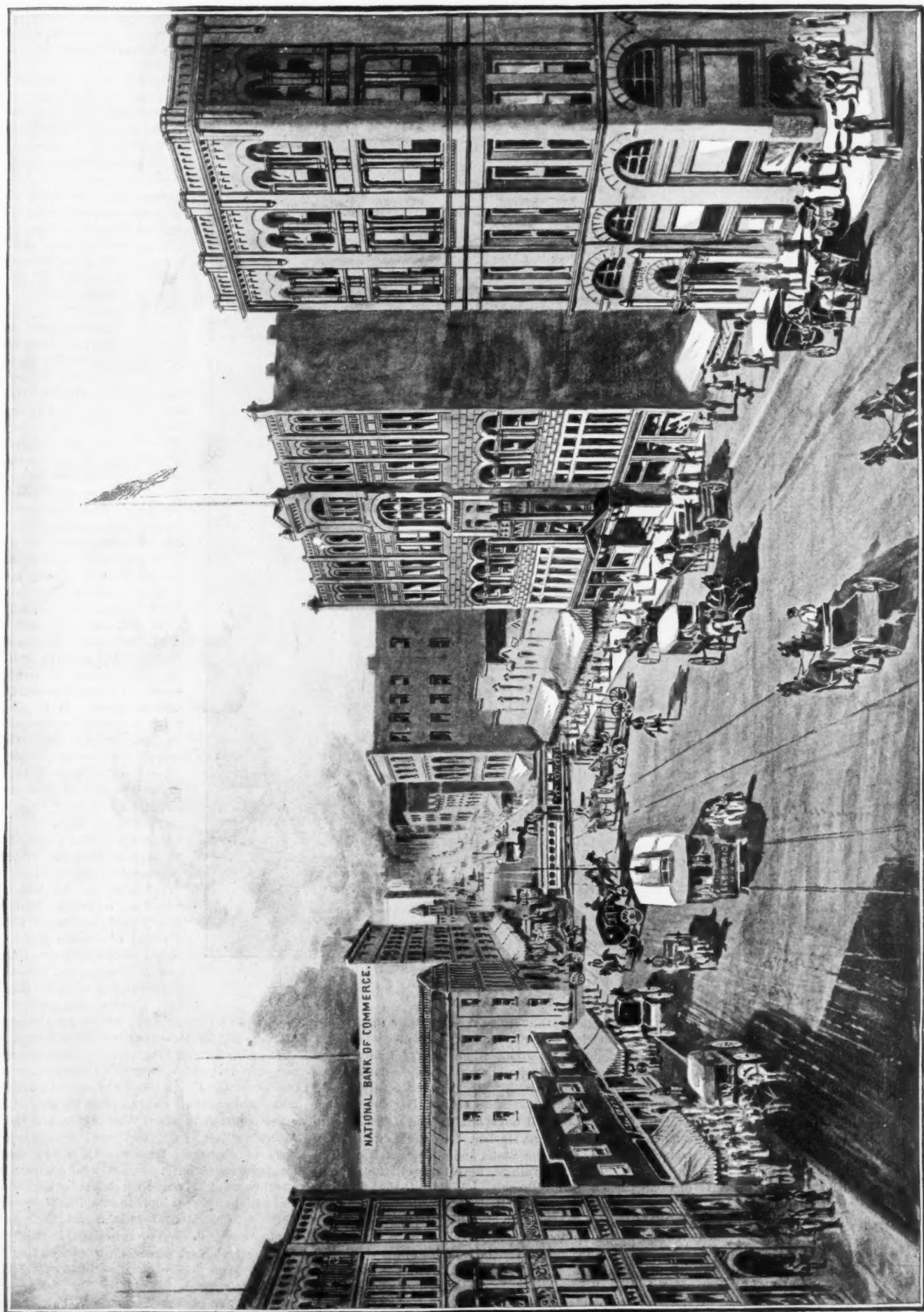
of rivalry and jealousy. Any one who studies the map of Washington must be impressed by the fact that Tacoma has a very favorable situation geographically. Ships can go further up the Sound, just as they can go further up the Chesapeake than Baltimore, but Tacoma's harbor of Commencement Bay is, like the Patapsco, the most convenient point for the exchange of traffic between vessel and rail. It is straight sailing from Commencement Bay down the broad waters of Admiralty Inlet to the Strait that leads out to the open sea. Above this bay the navigation is tortuous and indirect. It was not an accident or a mere speculative motive that led the pioneer railroad of Washington to make its seaport here. The whole Sound was carefully examined by a committee of able men sent out by the Northern Pacific board of directors. Olympia at the head of the Sound was then an established town as well as Seattle, midway between that place and the strait. The first proposition considered was to go to Olympia in order to strike tide-water with as short a line from the Columbia River as possible; the second was to go on down the Sound to Seattle, to get the advantage of the established traffic of that place and there was still another plan to go on down the east shore to a point still nearer the sea. The decision in favor of Commencement Bay has proven a wise one. No point further north could command the trade of the country lying between the Sound and the Columbia River and the vast, new region lying between the Sound and the Pacific Ocean, that now centers in Tacoma.

TACOMA'S TRIBUTARY TERRITORY.

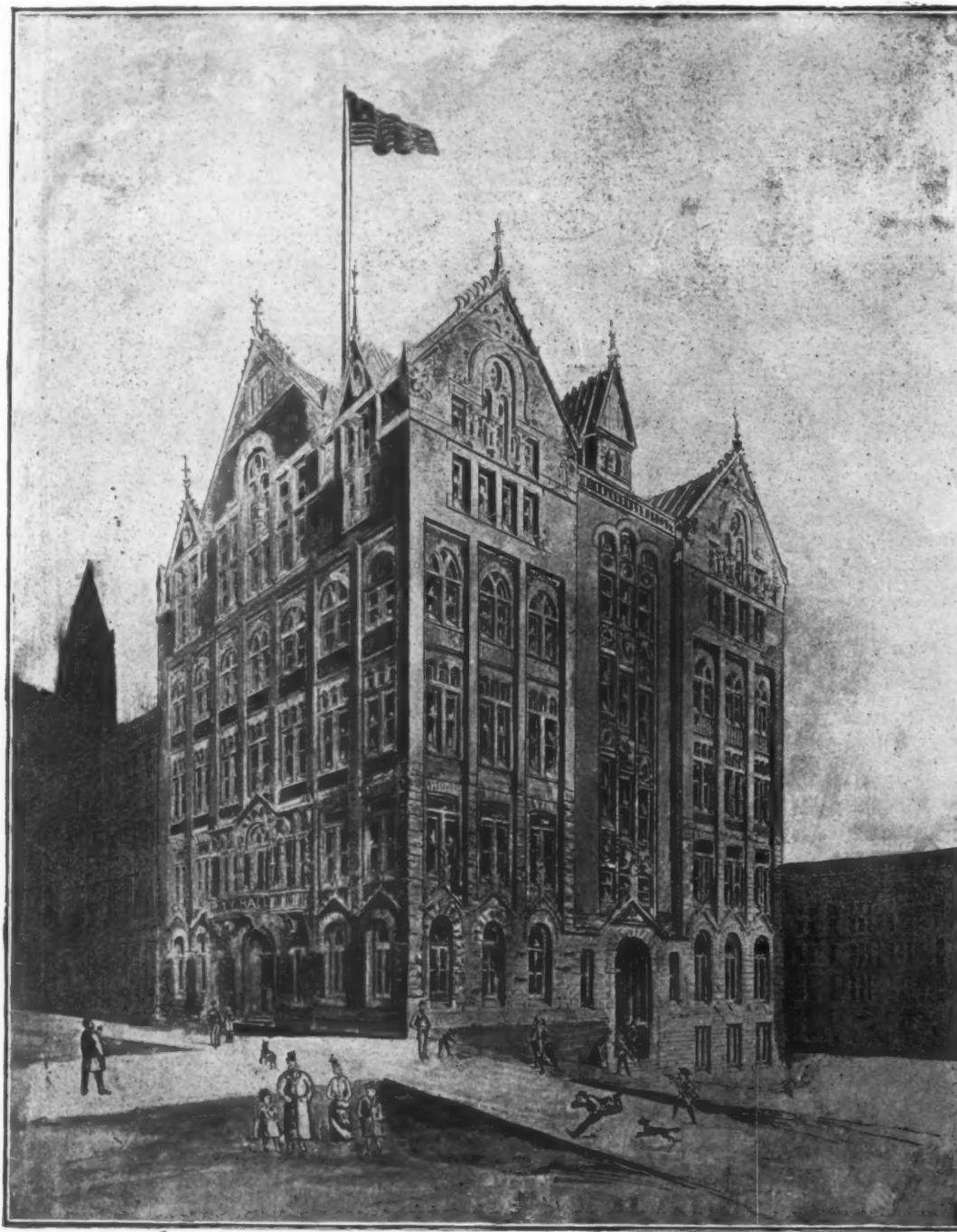
There is a stretch of one hundred miles of country between the head of Puget Sound and the Columbia River, which is rich in annual resources of agriculture, coal and lumber and is, necessarily, by its geographical position tributary to Tacoma. This region is traversed by the main lines of the Northern Pacific Railroad and has already developed a number of thriving towns, such as Tenino, Centralia, Chehalis, Bucoda and Winlock. Settlement has been very rapid for the past few years, and there is still a



TACOMA.—COMMENCEMENT BAY—STEAMBOAT DOCKS—WHEAT SHIPS AT ANCHOR.



TACOMA.—PACIFIC AVENUE, LOOKING SOUTH FROM ELEVENTH STREET.
Pacific Avenue is the chief business street of Tacoma. Here are most of the banks and wholesale houses and many of the best retail stores.



TACOMA.—THE CITY HALL.—UNDER CONSTRUCTION.

great deal of good land in the valleys to be occupied and cultivated. East of Tacoma lies the famous Puyallup Valley, a narrow but highly fertile stretch of country, extending for thirty miles to the foot-hills of the Cascade Mountains, and already densely settled, and cultivated in small tracts to hops, fruits and vegetables. Many smaller valleys lie along the base of the mountains which are capable of supporting a large population. This region east of Tacoma, like that south of it, belongs to the new city of Commencement Bay by the workings of that law of trade which brings the products of every region to the most convenient points for exchange and shipment. There is also another district of country, much newer than those just mentioned, which is doing a great deal to build up a first class commercial city of Tacoma; I refer to Southwestern Washington, lying around the great bays of Gray's Harbor and Willapa Harbor,

and along the river flowing into those tidal estuaries. Many thousands of people already live in that region. A number of lively towns were created before any railroad communication had been secured. Now there are three good roads from Tacoma to Gray's Harbor. A line will be opened next fall to South Bend at the head of Willapa Harbor. All the new towns in that part of the State, and all the settlements in the farming valleys, help to swell the general business of Tacoma. West of the Olympia Mountains and north of Gray's Harbor is a large extent of country which was almost an unknown land up to last year. It is drained by rivers running into the harbor and into the Pacific, and contains many fertile valleys and numerous small open prairies. This country is so walled in by the mountains on the east that its future trade must seek Tacoma as the nearest accessible city. It is already attracting adventurous im-

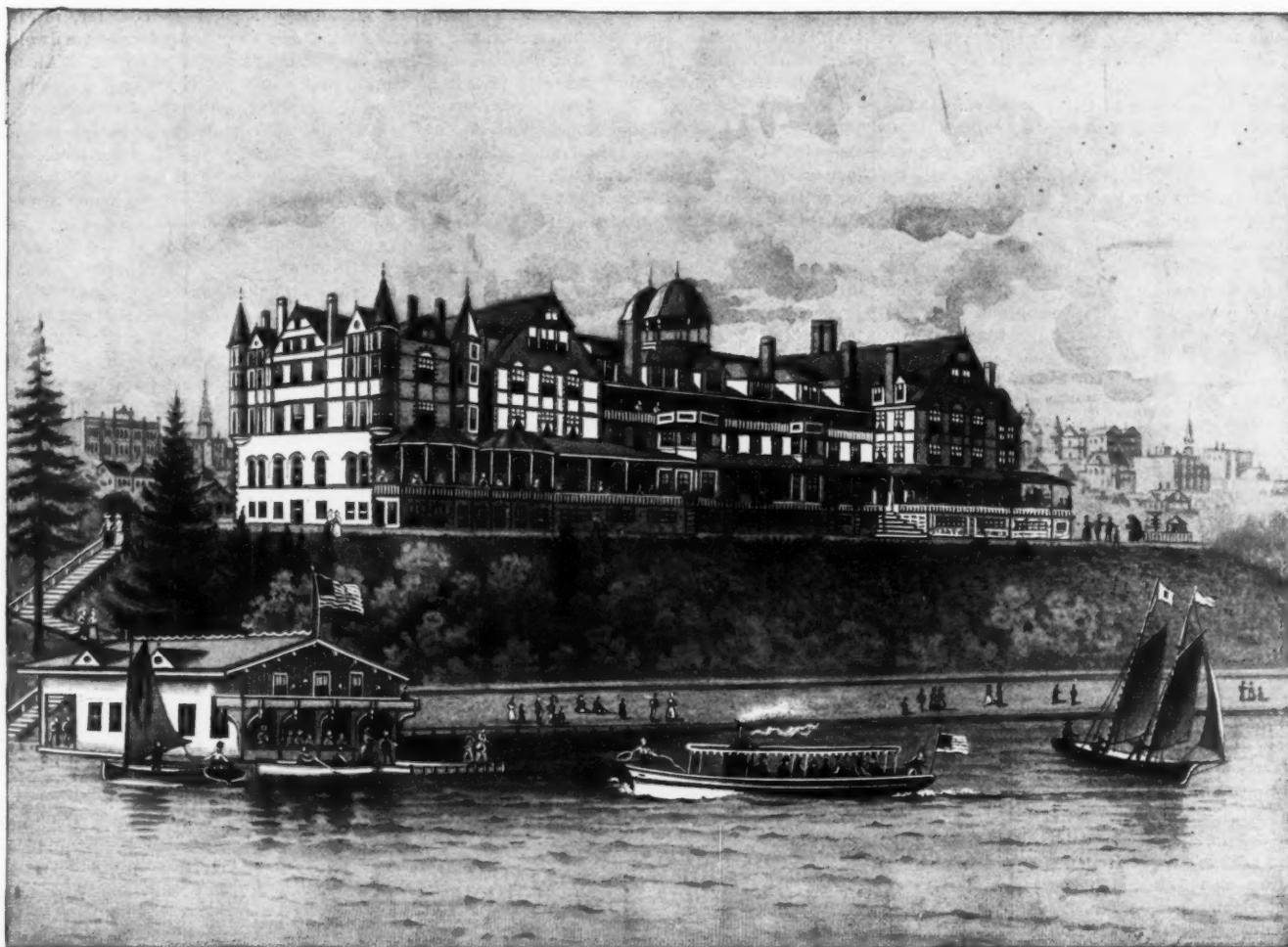
migrants and has sufficient annual resources to command railway building within a few years and to sustain a large population of lumbermen and farmers.

I have briefly glanced at these several regions from which Tacoma draws her trade for the purpose of showing that the new city on Commencement Bay is not an artificial creation of railway ambition and management, but is, by virtue of its geographical position, an independent business center.

What the railroads can do toward building up a town is, of course, important, but it is greatly exaggerated in the opinion of most western people. A railroad employs a certain number of men on its trains and in its shops and the yards, and spends considerable money in constructing its various traffic facilities. It can make a small town by its own efforts, but it cannot make a city. Tacoma, as a village of two or three thousand people was the creation of a big saw-mill and the Northern Pacific Railroad, but Tacoma, as a commercial and manufacturing city of over forty thousand population is the creation of a very large area of productive tributary territory, much of which finds here and nowhere else its most convenient trade center. The time has gone by to talk, with any degree of common sense, of Tacoma as an artificial railroad town. It is just as much a settled, self-sustained business center as is Portland or San Francisco, and its people are not extravagant in believing that it will, at some time, outstrip all other cities on the North Pacific Coast.

Tacoma enjoys a special advantage in being the transfer point and resting place for the great army of tourists and business travelers who annually visit the Pacific Coast. People who come from the East over the Northern Pacific stop at Tacoma, and here plan their further trips by boat or rail, whether they are destined

for towns on Puget Sound, for British Columbia, for Alaska, for Southwestern Washington, for Portland or for San Francisco. In the same manner people who come from San Francisco, or who come over the Union Pacific by way of Portland, make Tacoma their halting place before visiting other points in Western Washington, and before returning East by the Northern Pacific. In this body of observant travelers there are always many sagacious business men who compare the advantages of Tacoma with those of other points, and make up their minds to establish themselves here or to send out from the east their sons, nephews or friends to open business in this prosperous city. Such people go to every other important town in the Pacific Northwest before coming to a conclusion, and the fact that so many of them have chosen Tacoma for their business ventures is a very strong evidence of the natural advantages of the place. There is not much sen-



"THE TACOMA" HOTEL, TACOMA.



TACOMA.—THE NEW HOTEL NOW BEING ERECTED BY THE TACOMA LAND CO.

timent in business, and smart bankers, manufacturers and merchants do not plant themselves or their money in a place because it is popularly supposed to be a railroad terminus favored by certain eastern railway magnates.

There is however a sentimental side to the growth of Tacoma which is not wholly without importance. The beauty of the city has undoubtedly attracted a large number of aesthetic people to make their homes here who might as well have gone elsewhere, so far as business considerations are concerned. The great snow peak of Mt. Tacoma, at times luminous, near and opalescent, at others vague and distant, has been a powerful magnet to draw imaginative people to the city on which it looks down with majestic calm. This is beyond all question the most superb mountain peak to be found in any civilized part of the globe. No single peak of the Alps is to be compared to it in apparent altitude and in strong, individual grandeur and beauty. This mighty mountain, when in plain view from the piazza, or the bedroom windows, is no small thing to people who understand what the Theosophists call the esoteric significance of natural scenery. To put the matter on a material basis, I think Mount Tacoma has been worth millions of dollars to the city, and will be worth many millions more in the future. True you can see this great white peak from the heights of Seattle, where they call it Mt. Rainier, and from many other points on Puget Sound, but only at Tacoma does it reveal itself from base to summit with all the resplendent glory of its perfect symmetry and majesty. The Puyallup Valley extends from Commencement Bay to the base of the mountain, and from the east front of buildings on any of the many terraces of the city, and still better from the plazas of the principal hotel, you have the best view of this great giant of the Cascade region that it is anywhere possible to obtain.

PHYSIognomy of the CITY.

The appearance of Tacoma is unique and picturesque. The general form of the best built portions of the city may be said to resemble what railway engineers call a "reverse curve." The lower curve encircles the tide flats, where the milky waters of the Puyallup River, fed by the gulches of Mt. Tacoma, mingle with the green waves of the Sound. This lower crescent of the city is of comparatively new growth, and is filled with factories, railway freight buildings, manufacturing establishments, produce stores and a cheap class of dwellings. Just north of this district, along the western shore of Commencement Bay, lies the solid business center of the city. The land slopes gradually from the extreme head of the bay, until it reaches an elevation of over two hundred feet above the tide. Immediately along the water side the ground is occupied chiefly by railway tracks and yards. Here a great deal of work has been done in dredging out the channel of the river, and filling in a considerable stretch of tide flat for

the purpose of making solid ground for future use by factories and warehouses which need both rail and water transportation facilities. A steep bluff borders this belt of made land and from the crest of the bluff the city rises in a succession of terraces. The first terrace gives room for two long parallel streets and one of these is Pacific Avenue, the chief retail thoroughfare—already a very handsome street well built for a distance of about a mile. On the second and third terraces there is room for one street only, and here a very novel arrangement is produced, seen, so far as I am aware, in no other city. The elevation of one terrace above another is such that the second stories of the business blocks of Pacific Avenue, are the first stories of the same blocks on Railroad Street; in the same

been chosen for the fine residence district on account of its superb views of water, forest and mountains. Here are many handsome dwellings, churches, family hotels, and schools. Along the water front below the bluffs, and scarcely seen from the dwellings on the high ground, the chief commercial movements of the city are carried on. Here is the steamboat wharf, from which ocean steamers sail for San Francisco and Alaska, and from which steamboats depart for all the towns and hamlets on the labyrinthian waters of the Sound, and here too, come the tea laden ships from China and Japan. Here is the great cold storage warehouses, and near by are the high trestle-work constructions of the coal bunkers, so high that the masts of the tallest ships scarcely rise above the upper floors where the coal cars discharge their contents into the huge coal pockets. Close to these bunkers are the wheat warehouses and elevators, occupying a long stretch of water front. Ships lie at anchor in the bay close at hand, others are moored to the wharves, receiving their cargoes. A tall flouring mill is a fitting adjunct of this wheat storage establishment. Further off, as you follow the shore line, you come to the biggest saw-mill on Puget Sound, with its lumber yards and its wharves, where usually at least a half dozen square rigged ships may be seen taking cargoes of fragrant boards and planks, destined for Mexican and South American ports. There are other saw-mills and shingle mills further on, and the business activity of the water front finally terminates at the Tacoma Smelter, which has created a little hamlet of its own at the extreme northwestern end of the city.

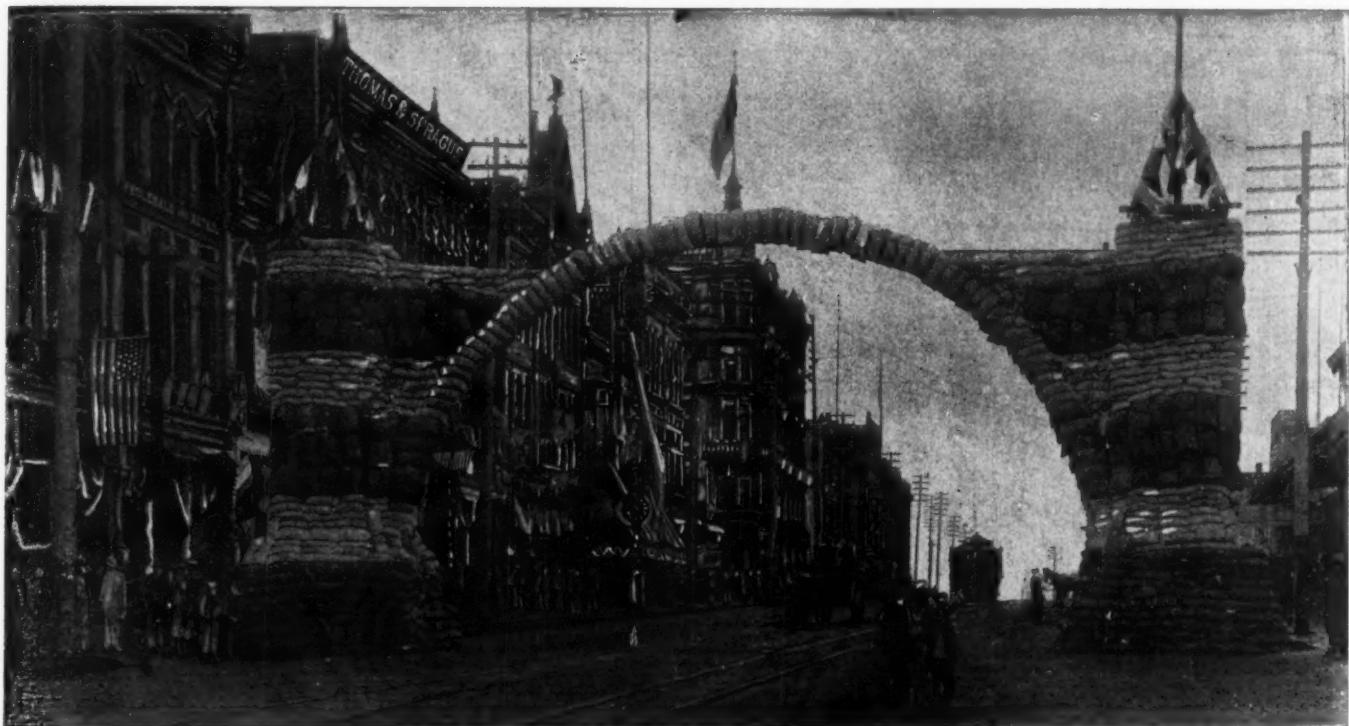
Returning now to the solidly constructed business heart of Tacoma, you notice many handsome business blocks of brick and stone four, five and six stories in height, and as thoroughly modern in their construction as any of the new edifices in St. Paul or Chicago. You find that the large hotel, which in the past has done a great deal to attract visitors to the young city, is already so overcrowded that a much larger and handsomer one is now being constructed by the Tacoma Land Company, that owned the original town site.

Electric cars run swiftly along the business streets, and climb surprisingly steep grades. Steam motor lines run out to the suburban settlements of Steilacoom, Lake Park, American Lake, Wapato Lake and Point Defiance and one line is ten miles long, ending at the town of Puyallup. The city is well lighted with both gas and electricity. The business streets are paved with thick fir planks, which make a smooth roadway. Paving of some kind is almost a necessity, because the winter climate is so mild that the ground never freezes hard, and the frequent rains in the winter season are promoters of mud. A visitor is sure to be impressed by the solidity of the business district, the number of large, handsome mercantile establishments, the busy appearance of the streets, the architectural style

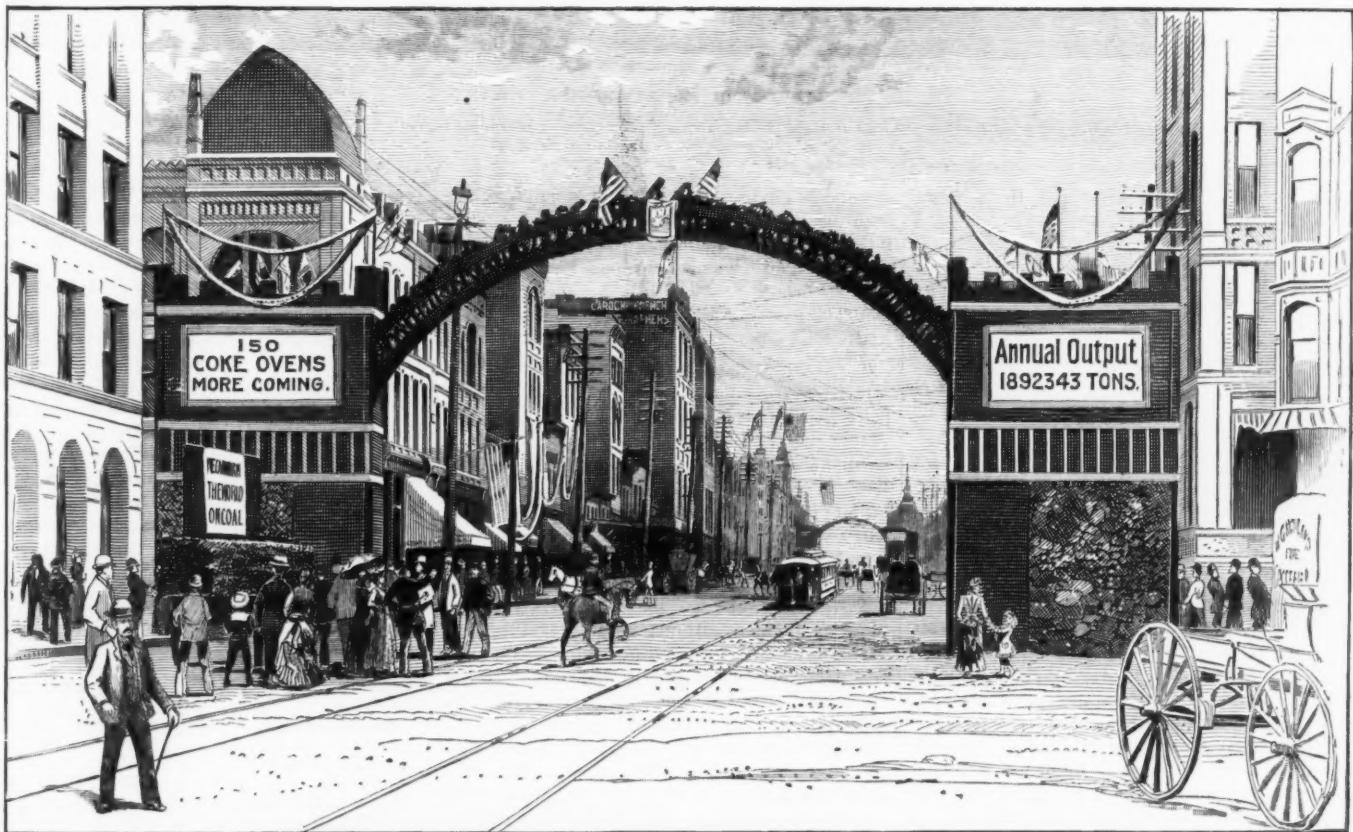


TACOMA.—THE MERCHANTS NATIONAL BANK BUILDING.

manner the blocks on the opposite side of Railroad Street are found to be the street-level stories of the parallel business thoroughfare known as "C" Street. Thus the buildings on the western sides of both Pacific Avenue and Railroad Street have two frontages for stores, one above the other. As you go up the hill above "C" Street, the terraces are wider and the streets further apart; finally at Tacoma Avenue, a wide handsome street, which is fast being occupied by the retail trade, you reach an undulating plateau which stretches off westward and extends for six or seven miles across the Narrows of Puget Sound. The upper, or northern, curve of the city's form, ends at Point Defiance, and faces out from commanding elevations, upon the open deep waters of the Sound. This part of the city has



TACOMA.—THE WHEAT ARCH ERECTED ON PACIFIC AVENUE FOR THE RECEPTION OF PRESIDENT HARRISON.



TACOMA.—THE COAL ARCH ERECTED ON PACIFIC AVENUE FOR THE RECEPTION OF PRESIDENT HARRISON.



VIEW OF MOUNT TACOMA.

This mountain is 14,444 feet high, being more than twice as high as Mount Washington and three times as high as the highest peak of the Alleghanies. It is the most gigantic and imposing snow-peak in the United States.

of many of the business structures, the number of rapid transit lines, the terrace like conformation of the ground, and the general picturesqueness of the place. If he goes outside the business center, he cannot fail to be astonished at the evidence of what would appear to be an old, well established, refined civilization, in the number of handsome homes surrounded by lawns of flowers. It is difficult to believe that these homes have nearly all sprung up during the past five years. The moist climate soon tones down all appearance of extreme newness in the buildings, and develops vegetable life with great rapidity. Thus where ferns and firs grew two or three years ago, may now be seen young fruit trees, ornamental shrubs, a profusion of flowering plants and a turf as thick and as verdant as can be found on English lands. All the popular varieties of flowers known to eastern parterres develop here a surprising perfection of size and color. A lover of flowers is sure to exclaim with delight at the beauty of the roses, peonies, pansies, jasmines and hyacinths seen in these Tacoma door yards, and added to such well known blooms are several kinds of flowering shrubs imported from Japan, which are unknown to the Atlantic coast. Queen Anne architecture is still dominant in the handsome houses. Sober colors are the rule, but the old colonial style is gaining ground, and here and there you see handsome mansions which follow no particular

method and express only the quaint fancy of the architect. If you are so fortunate as to see the interiors of these comfortable dwellings, you will find good pictures and handsome furniture with curious bric-a-brac, and all the accessories of taste and elegance to be found in the best houses in the East.

TACOMA'S CHIEF ELEMENTS OF PROSPERITY.

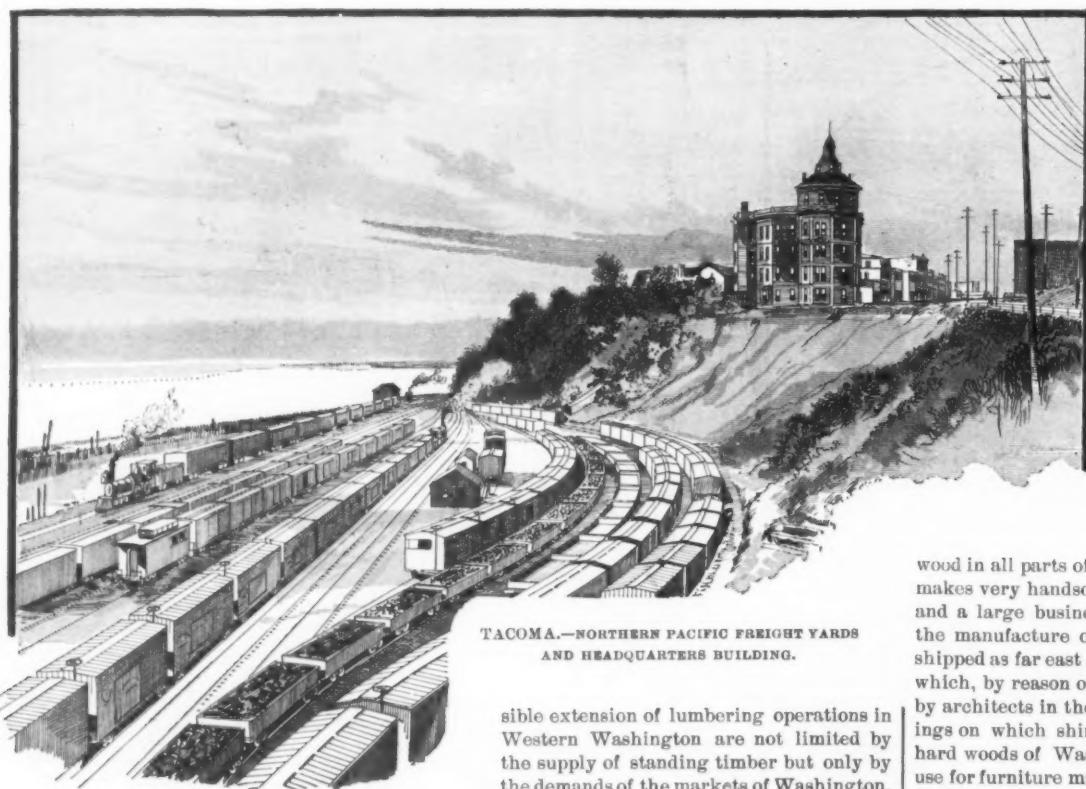
It will no doubt surprise Eastern readers to learn that this young city, in what was but a few years ago a wilderness country, is already an important center of manufacturing industry and to see manufactures rated here as the most important of its special elements of wealth. They will be accustomed to look upon manufacturing enterprises as the outcome of an old civilization which has begun with agriculture as a basis and has gradually gone into the fields of diversified industry. The conditions which prevail here in Washington are widely different from those on the Atlantic slope. In the first place we are two thousand miles from the nearest Eastern factories and more than three thousand from the industrial centers of the Middle and New England States. This wide separation in distance and the cost of the long rail haul across the continent form a special encouragement to the establishment of factories on the Pacific Coast. In the second place the raw materials for many forms of manufacturing enterprise exist in the Puget Sound Basin in great abundance. Here

is the greatest lumber district in the world and here is mined the best coal found anywhere west of the Mississippi River. Here, too, are beds of iron ore, veins of the ores of the precious metals, quarries of building stone, beds of fire clay and potter's clay and deposits of asbestos. Finally, here is a rapidly growing population to buy manufactured articles and a transportation system that reaches all parts of a very wide field of distribution. Add to these advantages a population of remarkably bright, active people, drawn from all the States of the East and we have excellent conditions for the growth of manufactures. How far these conditions have already attracted enterprise and capital may be gathered by the following list of establishments in operation, men employed, etc., which is taken from the last report of the Tacoma Chamber of Commerce:

Industry.	Men Employed	Monthly Pay Roll.
16 Saw mills.....	1678	\$102,900
3 Shingle mills.....	69	4,900
19 Manufacturing of lumber.....	386	24,900
4 Foundries.....	280	17,200
5 Miscellaneous metal works.....	58	4,900
.. Northern Pacific car shops.....	600	45,000
.. Tacoma smelter.....	49	3,547
9 Brickyards.....	392	21,230
3 Tile and patent stone.....	81	4,815
2 Flour mills.....	46	4,240
1 Oat meal mill.....	17	1,100
3 Breweries.....	144	9,520
3 Bottlers.....	18	1,100
1 Match factory.....	23	600
1 Trunk factory.....	5	450



HANDSOME RESIDENCES IN TACOMA.



TACOMA.—NORTHERN PACIFIC FREIGHT YARDS
AND HEADQUARTERS BUILDING.

1 Wire mattress factory	7	400
1 Mattress factory.....	20	1,000
1 Bookbindery.....	20	731
1 Coffee and spice.....	5	300
2 Candy	20	925
3 Tent and awning.....	10	800
4 Cigar.....	50	2,800
1 Ice.....	20	1,500
2 Harness.....	11	840
1 Soap.....	9	500
1 Broom.....	8	667
1 Dressed beef and packing.....	56	4,500
1 Paving company.....	90	6,500
1 Excelsior company.....	7	400
1 Asphalt company.....	10	700
1 Fire escapes.....	6	350
1 Copper and tin.....	5	600
1 Tracklaying.....	10	860
1 Novelty company.....	4	200

It will be seen by the above table that the making of lumber is by far the most important of Tacoma's many industries. The comparison made with two other cities of the North Pacific coast region, shows that Portland has six sawmills with a daily capacity of 315,000 feet, and Seattle six mills with a daily capacity of 240,000 feet, while Tacoma has fifteen mills with a daily capacity of 1,005,000 feet. The output and pos-

sible extension of lumbering operations in Western Washington are not limited by the supply of standing timber but only by the demands of the markets of Washington, Oregon and California, and of Mexico, Central America and the west coast of South America. It is estimated that the total stand of lumber in Western Washington is about 160,000,000,000 feet. The annual cut is about 1,500,000,000 feet. A little computation will show that the time when this enormous supply will be exhausted is much too far ahead in the future to concern the present generation. The entire region between the Cascade Mountains and the Pacific Ocean is still a vast forest, save where settlement has cleared the narrow strips of alluvial bottoms along the rivers. Fir and cedar are of universal growth; there is besides, a great deal of spruce and hemlock, and in the valleys, alder, cottonwood, maple, ash, black willow, madrone and a little oak and cherry are found. The value of the land for lumbering operations cannot be gauged at all by Eastern standards. So enormous is the timber growth, that a quarter section will average from 4,000,000 to 5,000,000 feet, and instances, of a cut of from 8,000,000 to 10,000,000 feet are not rare. Single acres have yielded five and six logs each twenty-eight and thirty feet long, and from twenty to sixty inches in diameter at the butt. Logs that

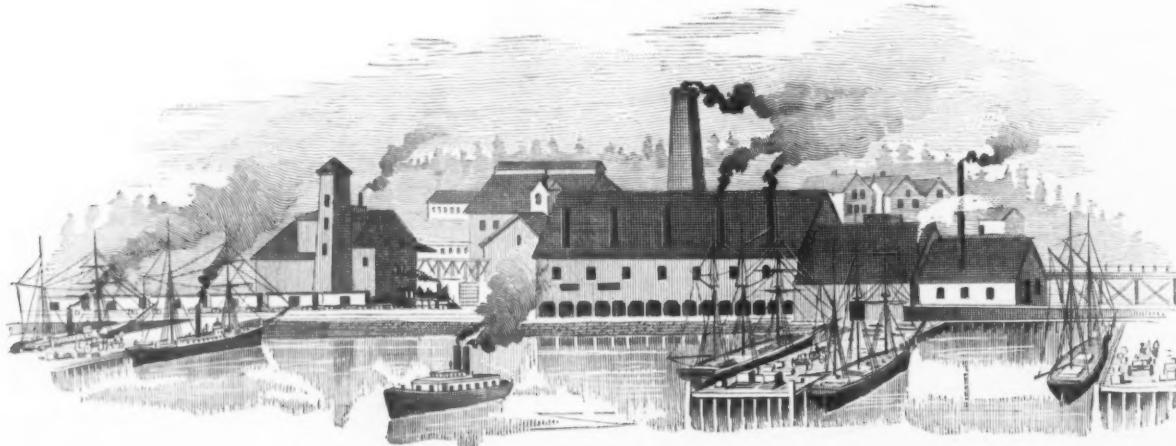
will square from four to six feet can be seen in the booms of almost any saw-mill. The Douglas fir, which is the main timber tree of all this region, sometimes grows to a height of 300 feet, with a diameter of twelve feet at the ground. The fir makes excellent lumber for all building purposes, and is especially valuable for bridge construction and ship building. It is stronger than oak, and its superiority for dimension timber is so great that large stocks for special purposes are shipped from the Puget Sound mills to Eastern cities. Cedar is the common finishing

wood in all parts of Washington and Oregon, and makes very handsome door and window casings, and a large business has already grown up in the manufacture of cedar shingles, which are shipped as far east as Chicago and Cleveland, and which, by reason of their beauty are now ordered by architects in the East for all first class buildings on which shingles are used. As yet the hard woods of Washington have not come into use for furniture making, to any considerable extent, but they are beginning to receive attention. It is found that the alder, maple and ash furnish valuable material for such industries.

The coal fields, whose output is shipped from the great bunkers of Tacoma, lie along the base of the Cascade Mountains, about thirty miles east of the city, and are reached by spurs from the main line of the Northern Pacific Railroad. The quantity is practically limitless. The character of the coal is bituminous and semi-bituminous. It is much higher in fixed carbon than the coal from the lignite fields of the Rocky Mountains. Some of the veins produce a coal that yields from sixty to seventy per cent of coke; others yield a good gas coal, and the larger veins furnish the standard fuel for steam boilers, locomotives, and for domestic purposes, not only of the Western Washington cities, but also of San Francisco and the entire Pacific Coast. The sea-going coal traffic is chiefly to San Francisco and is carried on in steam colliers and sailing vessels, and makes a large item in the regular ocean commerce of Tacoma, the annual shipments amounting to about 300,000 tons.

TACOMA AS A SHIPPING PORT.

Tacoma is now the principal port for sea-going



TACOMA.—PLANT OF THE TACOMA SMELTING AND REFINING CO.

vessels on the Pacific Coast north of San Francisco. It exports more coal and lumber than any other port and is fast catching up with Portland in its exports of wheat. The growth of shipping business on Puget Sound in the past six years is shown by the following tables, taken from custom house reports of the entire Sound district:

<i>Shipping.</i>	<i>Entrances</i>	<i>Clearances</i>	<i>in</i>	<i>in</i>
<i>Year</i>			<i>Tonnage.</i>	<i>Tonnage.</i>
1884.....		506,291	472,267	
1885.....		541,024	525,032	
1886.....		490,577	488,276	
1887.....		657,466	617,886	
1888.....		948,094	966,356	
1889.....		939,938	945,010	
1890.....		1,160,050	1,179,499	

The value of wheat shipped from Tacoma to foreign ports during the year 1890 was \$1,485,055; of flour, \$4,372,752; of lumber, \$304,544 and of coal about \$4,700,000. Tacoma is the only Pacific port except San Francisco which imports tea directly from China and Japan. Three or four cargoes are brought in every year and are distributed eastward by the Northern Pacific to points as distant as Chicago. Regular steamship communication is maintained with San Francisco and with Alaskan ports.

TACOMA AS A JOBBING CENTER.

Eastern readers of this article will be surprised that Tacoma should be spoken of as an established center of wholesale trade. They know that the slowest line of development of a new city is always in that of wholesaling. Manufactures can be created when the capital is ready for their establishment, and with special advantages in the way of cheap raw material their products can be placed in the markets, but commerce clings to old channels and it only seeks new points when there are very strong reasons for a change. Jobbing establishments have come to Tacoma because the place possesses distinct advantages for the distribution of goods over a large area of country. The railroads radiate to all parts of the State of Washington; the Sound affords steamboat navigation to scores of towns and villages and is the open highway to the sea. Although the first jobbing house was opened less than five years ago there are now thirty-nine establishments, employing 408 men, with a monthly pay roll of about \$35,000 and with annual sales of about twelve millions of dollars. The following list shows the various lines of trade and will aid the other statistics presented in this article to demonstrate that Tacoma is now an independent and thoroughly established trade center:

<i>Houses.</i>	<i>Men Employed.</i>	<i>Monthly Pay Roll.</i>
3 Wholesale Groceries.....	49	\$5,185
1 Wholesale Dry Goods.....	30	2,000
7 Wholesale Hardware.....	64	5,442
1 Wholesale Leather-Belting.....	4	280
2 Wholesale Rubber.....	12	675
5 Wholesale Liquor.....	37	4,110
2 Wholesale Lime-Cement.....	15	1,260
2 Wholesale Drugs.....	20	1,555
1 Wholesale Paints and Oils.....	5	650
1 Wholesale Paper.....	5	391
2 Wholesale Books and Paper.....	13	852
3 Wholesale Furniture.....	71	5,160
2 Wholesale Crockery.....	12	900
2 Wholesale Wagons.....	18	1,160
2 Wholesale Butter and Eggs.....	43	8,250
3 Wholesale Commission.....	17	1,300

TACOMA AS AN EDUCATIONAL CENTER.

Great attention is paid to education in this young Western city. The public schools are liberally sustained by taxation, and it has been the ambition of the citizens from the early days of the place to make it a center of higher education for the whole State. To this end the Washington College for boys and the Annie Wright Seminary of Philadelphia, for girls, were established several years ago, with the aid of liberal donations from Chas. B. Wright. They have become solid insti-

tutions and are growing from year to year with the growth of the city. Last year the Methodists determined to locate their State institution here and there now towers upon one of the highest points in the city the stately brick edifice of their Puget Sound University. Generous gifts of money and land were made by the Tacoma people to this institution and it starts on its career with an able faculty and a large roll of

nearly all the prominent business men of the city. It owns a creditable building erected about five years ago, and has begun the construction of a much larger one that will more fitly typify the financial, commercial and manufacturing status of the city. Isaac Anderson, the General Manager of the Tacoma Land Company, is President of the Chamber, and the Secretary is Clinton A. Snowden, a well-known journalist,



TACOMA.—SHIPPING AT THE STEAMBOAT WHARF.

Next to San Francisco Tacoma is now the most important shipping port for ocean vessels on the Pacific Coast of the United States.

students. The Lutherans have made plans for building a college in the southern suburbs of the city and have received substantial donation of land to aid their enterprise. The public school buildings are eight in number, and two more are now being built. The school attendance in the month of April was 2,894.

SIGNIFICANT STATISTICS.

The Chamber of Commerce of Tacoma is a solid institution with a membership embracing

who was formerly managing editor of the *Chicago Times*. The Chamber publishes a monthly bulletin, which is crowded with significant statistics and issues a handsome annual report in pamphlet form. The following tables are borrowed from the latest bulletins of the Chamber and from the annual report published last month:

The population of the city in June, 1890, as shown by the Federal census, was 40,165. There was no padding and no recounting to increase an



TACOMA.—A VIEW ON C STREET.

unsatisfactory total. In 1880 the census reported only 700 people in the place. The per centage of increase in ten years was therefore 5,478.

The assessed value of property in 1891 is \$32,508,179. In 1882 it was only \$75,000.

The following is the building record for the past three years:

Year.	No of Buildings.	Cost
1888.....	1,014	\$2,148,572.00
1889.....	1,410	5,821,186.00
1890.....	1,719	6,273,430.00

The real estate transfers for the year ending December 31, 1890, aggregated in value \$14,720,858.57.

The wheat crop of Washington in 1890 was 20,000,000 bushels. The hop crop was 6,000,000 pounds.

THE RAILWAY CENTER OF WESTERN WASHINGTON.

The Northern Pacific Railroad is to the State

of Washington what the Pennsylvania Railroad is to the State of Pennsylvania—a trunk line running across the State from east to west, with numerous branches reaching all important towns and all regions productive of railway business. It pursues a liberal and expansive policy, constructing every year new lines to aid in the development of the country. Its western headquarters for engineering and administrative work are at Tacoma and here, too, are its chief western terminals and shops. This is the only point in Western Washington where it has extensive yard and wharf facilities for the accommodation and distribution of freight. Its main trunk line runs direct to St. Paul and Chicago. In Eastern Washington it throws out branches through the wheat-growing districts and in Western Washington it operates lines from Tacoma to Portland, from Tacoma to Olympia,

the Gray's Harbor towns and South Bend, on Willapa Bay, and from Tacoma to Seattle and thence on northward to the British boundary. By alliance with an affiliated Navigation Company it has the advantage of steamer connection at Tacoma with all Sound ports, with British Columbia and with Alaska. It will always be, as it is now, the chief transportation power in Washington.

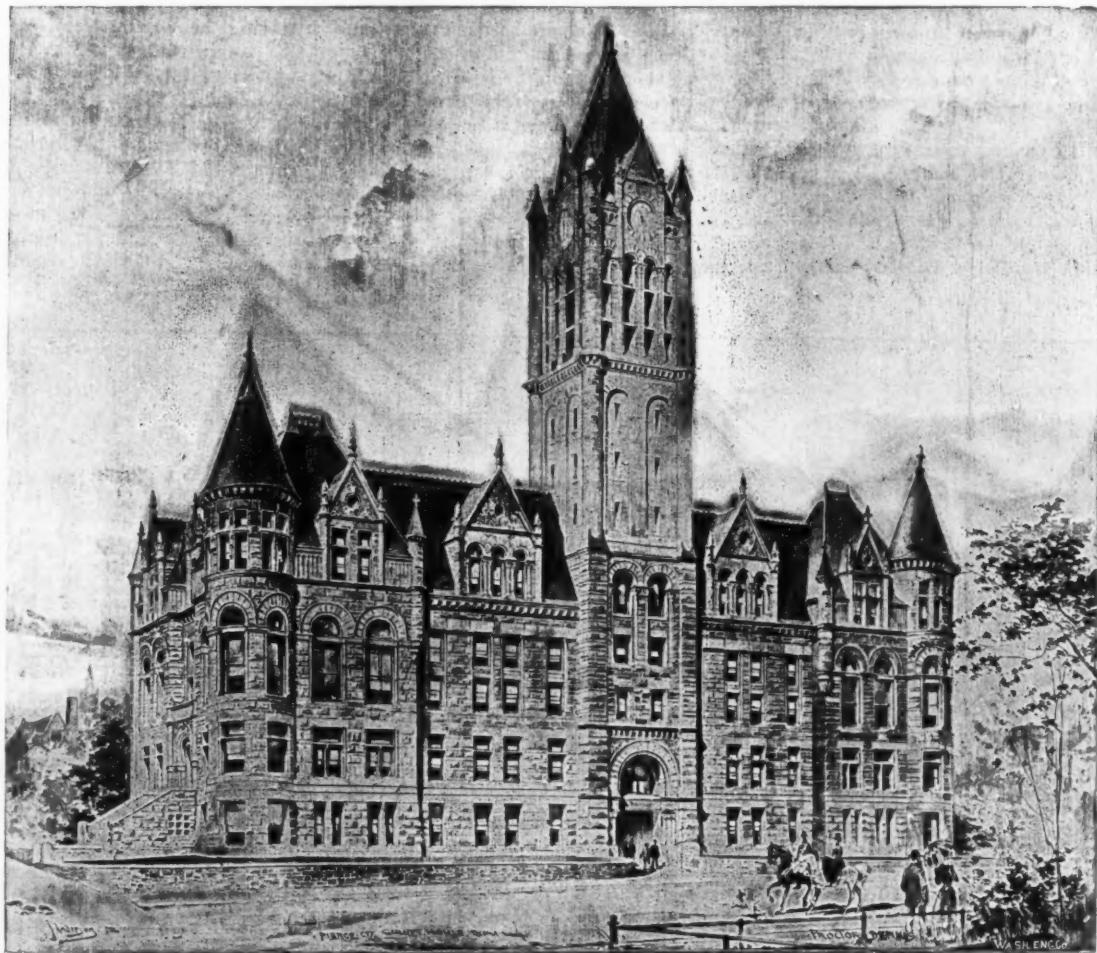
The growth of the Sound country has already attracted two other strong corporations to this region. The Union Pacific, whose western terminal point is Portland, Oregon, is building a road to Olympia, Tacoma and Seattle. The Great Northern has a shore line already constructed along Puget Sound from Seattle northward to Fairhaven, Whatcom and the British boundary and intends to extend this line southward to Tacoma and to connect it with its road in Montana by a line across the Cascade Mountains at some pass not yet chosen and thence eastward by way of Spokane. Thus, in two or three years, three transcontinental railroads will be competitors for the trade of Tacoma.

A SPECIAL COMMERCIAL ADVANTAGE.

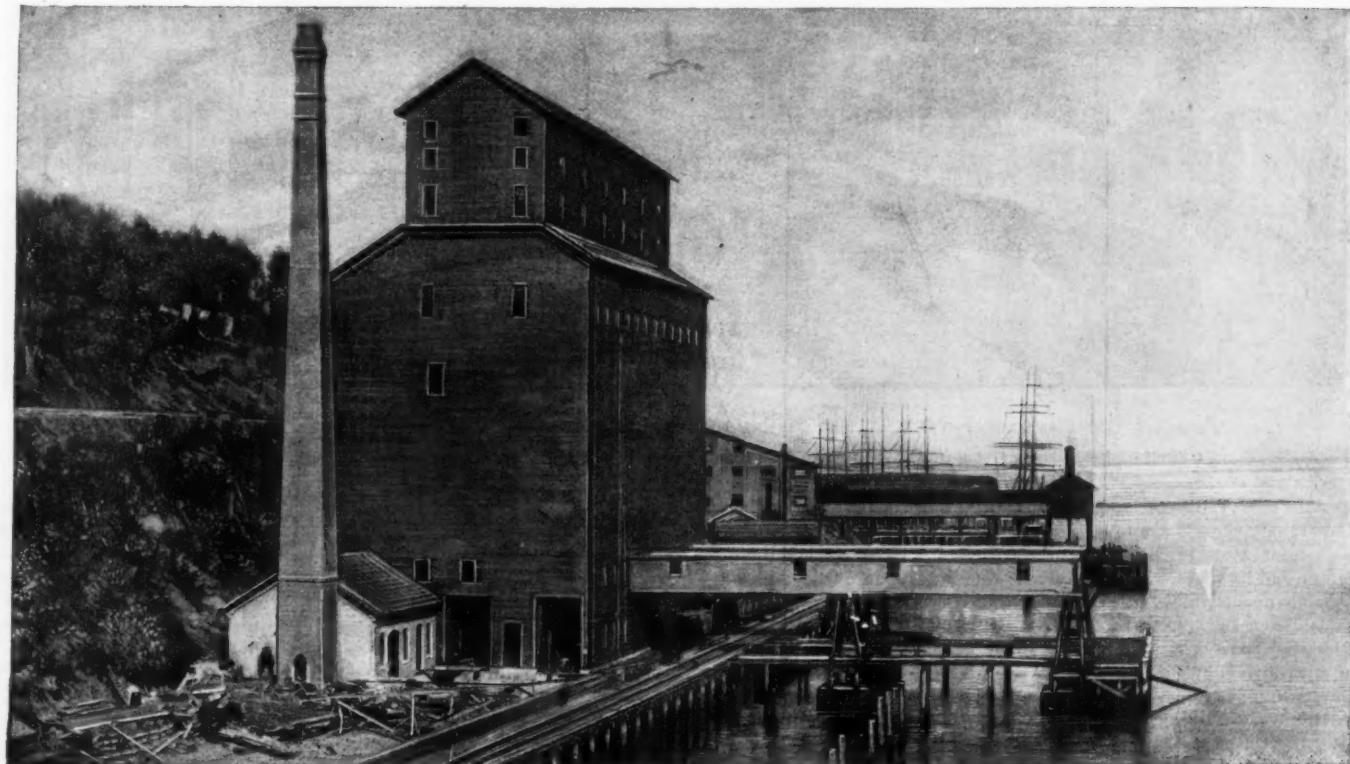
The extensive stretch of tide flats reaching around the head of Commencement Bay, on both sides of the Puyallup River, and immediately in front of the business district of Tacoma, used to be looked upon by many short-sighted people as a detriment to the place. These flats are now seen to be an element of great commercial strength. They give Tacoma what no other town on Puget Sound possesses—a very large area of level land for the heavy operations of manufacture, trade and transportation. The Bowers Dredging Machine, one of the most useful inventions of recent years, has reduced the cost of dredging and filling to one-fifth of its former expense. Already a half-mile long stretch of solid ground has been made, wide enough for two streets, along the western side of the Puyallup by keeping a single dredge at work for a few months. As the city grows wharf frontage can be extended at small cost by cutting channels



TACOMA.—RESIDENCE OF GEO. BROWNE.



TACOMA.—COURT HOUSE OF PIERCE COUNTY (UNDER CONSTRUCTION.)



TACOMA.—GRAIN ELEVATOR AND WAREHOUSES.

Tacoma shipped about 2,500,000 bushels of wheat in 1890. The grain goes direct to Liverpool in large sailing ships.

through the flats and land filled in by the same operation sufficient for the commercial needs of a city of half a million people. It is estimated that fifty-five miles of water frontage with a depth of thirty-five feet can be obtained by this method and the cost more than covered by the value of the ground raised above the level of high tides.

DEVELOPMENT OF THE COAL FIELDS.

The special advantages for commercial movements possessed by Tacoma in its extensive water-front facilities are already controlling the development of new coal fields along the foot-hills of the Cascade Mountains. The old bitumin-

THE NEW NORTHERN PACIFIC SHOPS.

The new car shops and locomotive repair shops of the Northern Pacific Railroad in Tacoma are located in the extreme southern part of the city. They are excellent for magnitude and completeness by no shop plant on the entire line of the road and are designed to furnish the Western divisions with as complete facilities for car-building and general repairs as are furnished the Eastern divisions by the great shops at Brainerd and at St. Paul. The old shops near the passenger station in Tacoma, have played an important part in the growth of the place, but they are insignificant when compared with

Pacific trains which run between Tacoma and Olympia. The ground lies handsomely for home-building around the shops, the forests growing to handsome park-like prairies. In a short time this outlying district of the city will be a large town in itself, peopled by thrifty skilled mechanics and their families.

PUGET SOUND FISHERIES.

There are ninety-five varieties of food fish found in Puget Sound and its tributary waters. Among them are the cod, of every known variety, including the black cod, said to be the best fish that swims, and is only found along this coast north of the straits; halibut, in heretofore



TACOMA.—VIEW AT THE CORNER OF C AND NINTH STREETS, LOOKING SOUTH.

C Street is a busy avenue of retail trade. The Tacoma Theater is shown on the right of the picture and the principal dry goods store on the left.

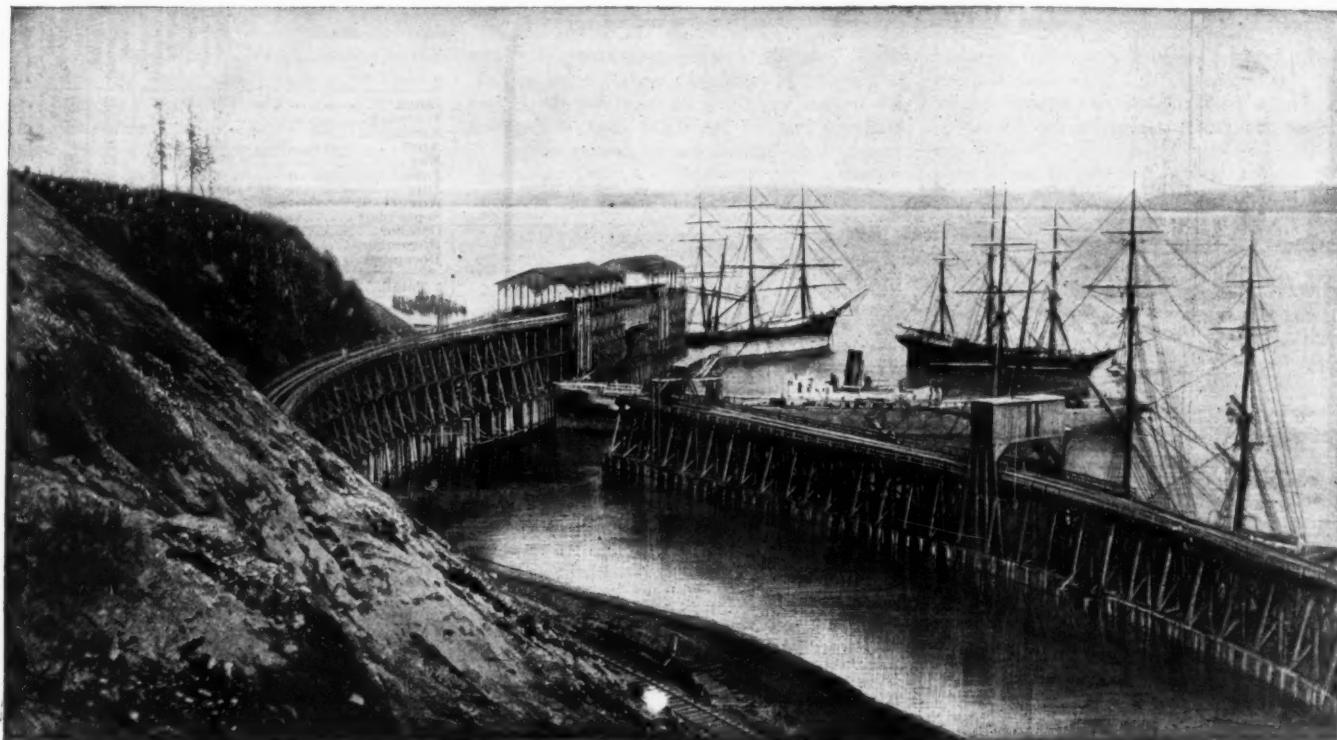
ous field near Wilkeson and Smith Prairie was made tributary to Tacoma several years ago by the original Puyallup Valley line of the Northern Pacific and its spurs. Now an entirely new field is being opened along the Raging River, by a branch from Durham to Kangley. In this new field the best coking coals are found. The product of the new mines will greatly swell the coal traffic of Tacoma. It might have gone to Seattle by the building of no more miles of new road than that constructed to connect with the main line of the Northern Pacific but the superior terminal facilities of Tacoma settled the question in favor of the latter city.

this new establishment. They will now be abandoned and their machinery transferred to the new buildings. About 600 mechanics will be regularly employed at the new shops at the outset and the number will be increased to 1,000 within a year. Many of these men have already built homes for their families in the vicinity so that a busy new suburb of the city has arisen there in advance of the transfer of the working force from the old shops.

The new shops are about four miles distant from the center of Tacoma and are reached by a motor line connecting with the electric street car system of the city, and by the Northern

unknown abundance; haddock, salmon, sturgeon, flounders, turbot, plaice, sole, herring, smelts, shrimps, sardines, anchovies and crabs. There are no lobsters, but no end of clams, large and small, and oysters of a very small variety. The following shows the average weight of the several kinds of fish taken for our market:

	Pounds.
Rock Cod, gray or red.....	2 to 16
Ling Cod.....	8 to 25
True Cod.....	3 to 8
Haddock.....	1½ to 3
Halibut.....	150 to 200
Salmon.....	3 to 20
Chinook Salmon.....	100
Sturgeon.....	600
Black Bass.....	10
Salmon Trout.....	½ to 2



TACOMA.—THE COAL BUNKERS ON COMMENCEMENT BAY.

In 1890 Tacoma shipped 231,437 tons of coal in sailing vessels and steam colliers. The coal field is about 30 miles distant in the foot-hills of the Cascade Mountains.

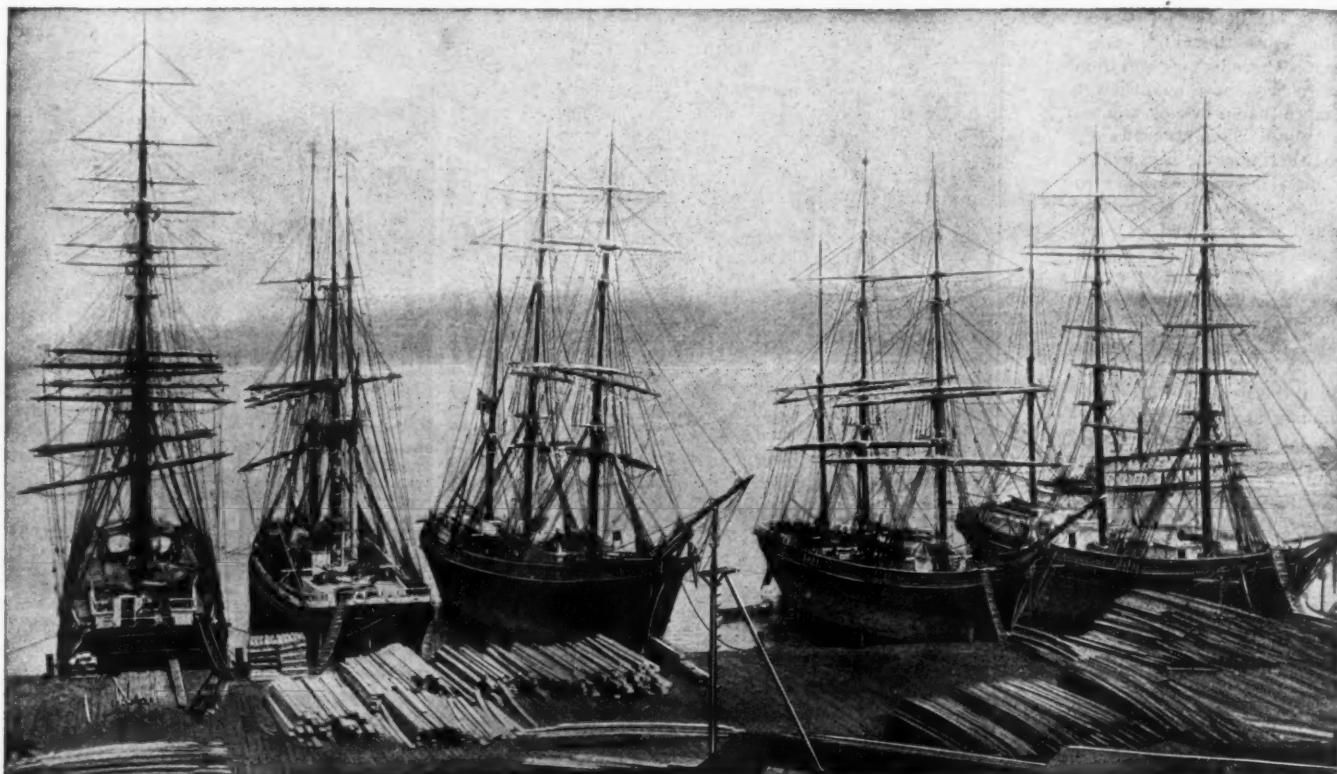
Cod are taken with gill nets for about four to five months in the year, beginning in February, all other seasons with hook and line. Salmon are caught in nets, or on the Columbia River, where the great canneries are, they are taken in fish wheels. The fin-back whale or black fish sometimes comes into the Sound, but not often. Porpoise come in schools and so do sharks and

dog fish. The latter yield a good quality of oil. There are also devil fish of great size and star fish in great variety. Some of the clams found are of great size, ten and twelve-pounders hardly being considered a curiosity. The best clam for the table is, however, a small variety, somewhat larger than the Little Neck of the New York markets and of very fine flavor. The oysters

have a peculiar flavor and a decided liking for them is usually an acquired taste, with plenty of lemon juice they are an appetizing introduction to a dinner.

CLIMATIC PECULIARITIES.

The climate of Western Washington is quite unlike that of any part of the Atlantic slope of the continent and differs also widely from that



TACOMA.—SHIPS LOADING LUMBER AT OLDTOWN WHARF.

Tacoma is the chief lumber manufacturing and shipping port on the Pacific Coast. In 1890 \$1,200,000 worth of lumber were shipped by sea from the city, and about \$3,000,000 worth was manufactured.



TACOMA.—VIEW LOOKING UP THE BLUFF FROM THE HEAD OF PACIFIC AVENUE.

of the interior valleys and plains of the Pacific Slope, east of the Cascade Mountains. Its peculiarities are, first, a long, cool summer, beginning about the first of May and extending into October, during which little rain falls and there is no very high range of the thermometers. Hot days sometimes occur, when the mercury rises a few degrees above eighty, but even on such days, when the old settlers grumble at the heat it is perfectly comfortable indoors or in the shade of a building or a tree.

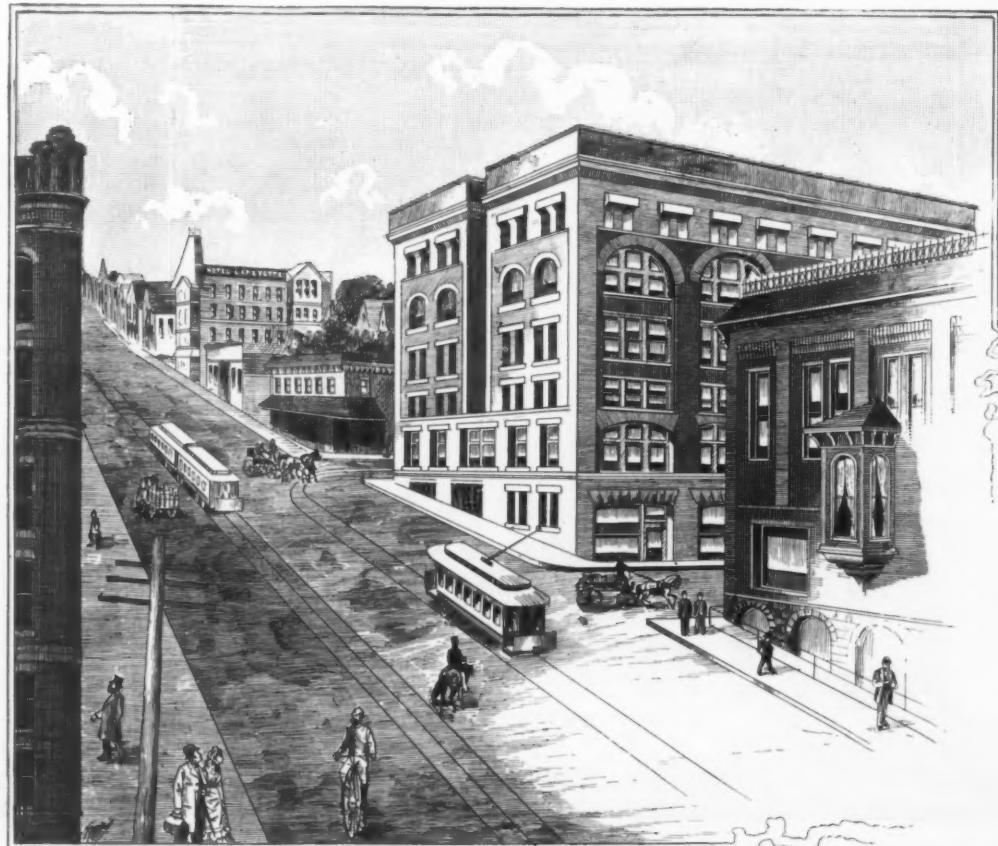
The air does not get heated out of the direct influence of the sun's rays, and the nights are always cool enough to sleep under a blanket. The second peculiarity is the mild, rainy winter. There is now and then a dash of wet snow, but it never lies more than a day or two on the ground. The lowest range of the thermometer last winter was nine degrees above zero and that was on a single day only and was regarded as terribly cold weather. A warm, drizzly rain falls almost every day in occasional showers, but rarely heavy enough or long enough at a time for people to carry umbrellas. No ice is made in the streams. The birds which migrate in the same latitudes on the Atlantic Coast make themselves at home all winter. Wild duck swim about on the ponds and rivers and blackbirds and crows do not hold meetings to discuss the question of removing to a milder clime. About the first of February there are distinct signs of spring in the greener hue of the grass, which has at no time turned sere, and in the increasing mildness of the showers. Crocuses and violets bloom. In March the fruit trees are in full blossom. Newcomers do not like the rainy winter and sigh for the frost and the keen, invigorat-

ing air of their Eastern homes, but people who have lived here for a few years and who then return to spend a winter in the East return entirely satisfied with Puget Sound climate. They say that they don't want to live in any country where nature tries to kill them with cold in winter and with heat in summer. The following weather table for the several months of the year 1890 will give a pretty good idea of the climate of Tacoma.

Month.	Mean Thermometer Degrees.	Maximum Thermometer Degrees.	Minimum Thermometer Degrees.	Rain Fall. Inches.
January.....	30.33	47	20	33.5 7.8
February.....	30.56	45	9	28.5 .58
March.....	30.16	41	30	28.5 3.49
April.....	30.12	60	32	28.5 2.51
May.....	30.49	75	45	.81
June.....	30.59	81	49	65 2.45
July.....	30.28	84	54	69 .55
August.....	30.25	82	55	67 .48
September.....	30.19	79	42	61 .29
October.....	30.17	59	44	51 3.74
November.....	29.925	53	41	47 .88
December.....	30.12	49	19	34 5.02
Total.....				34.81

SOCIAL LIFE IN TACOMA.

There is a very agreeable and active social life in Tacoma, and it is much better organized than is usually the case in the young cities of the Far West. A large proportion of the people came directly from eastern cities; in fact Tacoma does not appear to be so much a typical western town, as a transplanted eastern town. There is a large Philadelphian element, attracted in the first place by the heavy financial interest which the Quaker City has in Tacoma. There is also a considerable New England element, and there are so many St. Paul people, that there might be said to exist a distinct St. Paul colony. So many cultivated people coming fresh from eastern circles, find that they have common friends and acquaintances and easily coalesce into an active and refined social organization. Tacoma sustains a very handsome club house, that of the Union Club, which has a large membership and an excellent cuisine. There is a choral society, which gives oratorios and cantatas three and four times a year; a ladies' musical society numbers a large membership of pianists and vocalists, and it also has its public entertainments; then there is a chess club, a glee club, an athletic club, a yachting club, and a tennis club; and that last product



TACOMA.—VIEW ON ELEVENTH STREET, SHOWING FIDELITY TRUST CO.'S BUILDING.

of eastern religious speculation, a theosophical society. There are excellent drives out on the gravelly prairies around American Lake, and other lakes south of the city, and across to the narrows of the Sound, at Steilacoom, and many people keep horses and pleasure carriages. Delightful excursions are made upon the salt water of the Sound in yachts and naphtha launches. A good orchestra plays at The Tacoma Hotel afternoons and evenings throughout the season of tourist travel and the music attracts large numbers of the towns people to the broad piazza of the house. In the Tacoma Theatre, a building of solid and imposing architecture with a very handsome auditorium, plays are given by the same companies that visit St. Paul, Denver and San Francisco. The Germans have in their Turner Hall a theatre of their own, for musical and dramatic performances. In a word, so far as society and amusements are concerned, Tacoma is notably ahead of cities of its size in the East. This arises from the fact that there is a larger

tember 10, when the first annual display will begin.

The people of the Puget Sound Country are taking a special interest in it, and for several reasons, some of them have lived in it for a good many years and have not yet found out all that nature has done, is doing, or will do there. Every year something new is discovered, or some phenomenal result is produced which most of them hear of, but few ever see. This exposition will bring all the new and novel things together, and give everybody a chance to see them and know about them. It will also bring to the country the machinery by which its development is to be accomplished, and develop new ideas of progress that might not be thought of for generations without it. The exposition building will be the finest on the coast except that at San Francisco, and as Tacoma is more accessible from every part of the State, both by rail and water routes, and as it always has a large number of transient visitors, there is every reason to

and cedars, ten and twelve feet in diameter and two and three hundred feet long, but the smaller growths of maple, poplar, ash, cherry, madrone, and many others of which little use has been made as yet, will be shown, and the exhibit is expected to, and doubtless will, do much to provide means to manifest their usefulness and value. Products of the coal, iron and gold, silver, copper and tin mines will have a large place assigned them, and the people already interested in the development of these resources are not wanting in interest in the opportunity offered. The Northern Pacific Railroad has its collectors at work, and intends to make a collection in these several lines that has never before been equalled. The Tacoma smelter will help with a collection of specimen ores from the mines of the whole Northwest; the Roslyn Coal Company promises to send something that will eclipse the huge nine ton block of its coal shown the president when he was here, and the other coal and coke companies will do their



TACOMA.—THE WESTERN WASHINGTON INDUSTRIAL EXPOSITION BUILDING.

proportion of cultivated, ambitious people here, than can be found in any old town. Men and women who cross the continent to found new homes and new business enterprises on the distant shores of the Pacific, do not belong to the dull, common-place majority. They are, as a rule, people of exceptional brains and energy.

WESTERN WASHINGTON INDUSTRIAL EXPOSITION.

If there is any place in the world where the products of the earth are phenomenally various and attractive, and where a collection of them would make an exposition specially successful it is Western Washington. Realizing this the people of Tacoma, now the metropolis of that part of the new Northwest, have arranged for an annual display at that point which they believe will attract the attention of the whole country. Times have been hard for a few months past, as most people know, and yet since January 1, Tacoma has subscribed something more than \$100,000 for an exposition building, which is now going up, and which is to be completed by Sep-

tember 10, when the first annual display will begin.

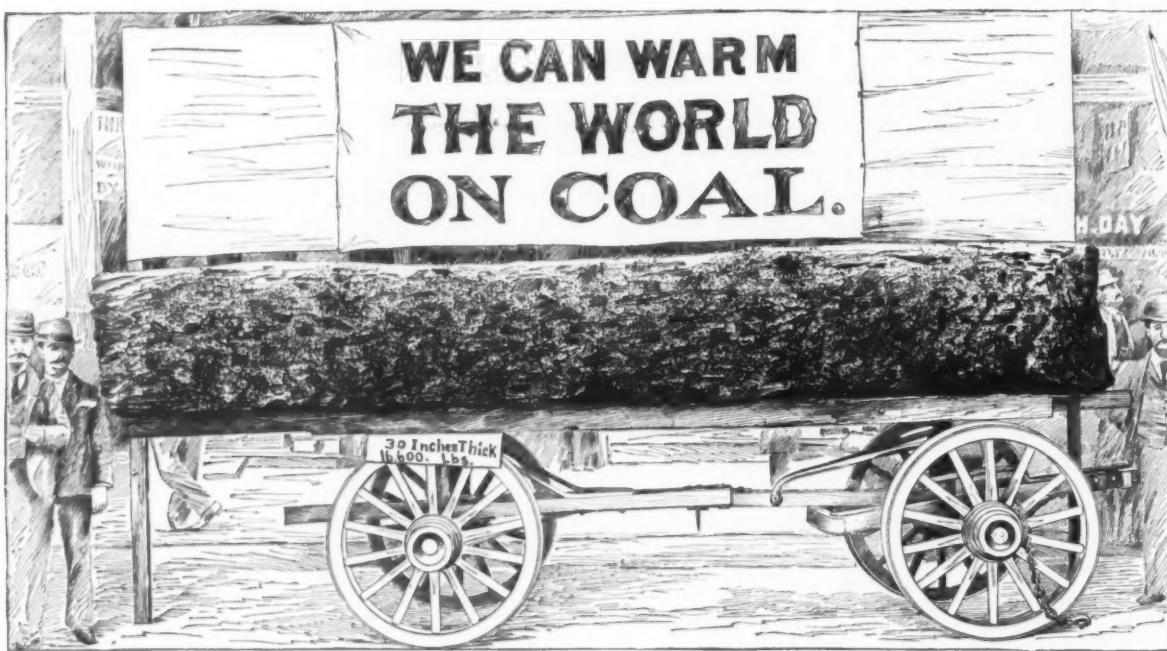
Arrangements for collecting the exhibit began as soon as the building was started. One of the first things done was to make plans to preserve in good shape specimens of the small fruits and berries for which the country is famous, but the season for which will be long past when the exposition opens. No doubt some strawberries will be shown fresh from the vines, as they can generally be found as late as October, but not in quantity, nor of as fine quality and flavor as those of June. Fair specimens of them, as well as of other berries and cherries will be put up in large glass jars, made especially for such displays, so that these products of our orchards and gardens will not be wanting in the exhibit.

Steps have also been taken to secure a fine display of the woods for which this part of the State is famous. These are of much greater variety than even people who have lived a long while in the country realize. Not only the great firs

share to make the showing of black diamonds complete.

The farming community both in Western and Eastern Washington are expected to show the best the State can produce. The wheat fields on either side of the mountains that yield fifty to seventy-five bushels per acre, the orchards and vineyards of the Palouse, Columbia, Big Bend and Yakima countries, as well as our own hop yards, and the rich farms of the Skagit, Nooksack, Chehalis and Cowlitz valleys will for the first time compare notes and show the wonders they produce. Marvelous stories have been told of the productiveness of all these regions, and many of them have never been believed; but seeing is believing, and after this exposition is open nobody will be asked to believe anything about the State for which proof is not shown.

It is proposed to make a large part of this exposition permanent, and keep it open to visitors to the State at all times. All the coal, wood and minerals, and much of the fruit and grain can be so kept; and in time an aquarium, in which can be kept specimens of our ninety-five



TACOMA.—BLOCK OF COAL WEIGHING 16,000 POUNDS EXHIBITED TO PRESIDENT HARRISON DURING HIS RECENT VISIT TO THE CITY

varieties of food fishes, as well as the curiosities of salt water life, will be added.

It is expected that an exhibit of this kind in a State which has so much to offer for development as this has, will bring together a fine machinery exhibit. In fact this is almost assured although it is some months yet before the exposition opens. Many large manufacturers in the East have applied for space, and our own factories are preparing to do themselves credit. The Edison Electric Company, of New York, was among the first to apply for space, and intends to show a fine array not only of the useful but curious appliances by which the unseen power which nobody yet understands is made to do useful things. The application of electricity to mining has

worked wonderful changes in that business within the last year or two, and the company's exhibit of electrical mining apparatus will be particularly complete. The promise is given that the display of electrical apparatus will be the finest ever seen on the coast.

The original plan of the exposition contemplated a botanical garden 804,280 square feet in size, enclosed in the building, but this cannot be got ready for this year. It will be built however after the exposition closes and will be ready next year. Its absence will be regretted, since the flowers of the State are one of its great attractions.

The novelties offered, and still offering, are sufficiently numerous to please the most curious,

and enough of them have already been accepted to make a collection worth seeing. Among them an ice manufacturing firm will show its work in progress, and also a pyramid of ice illuminated by electric lamps in various colors frozen into it.

The Exposition will open September 10, and close October 10. A band from New York City, one of the famous musical organizations of the metropolis, will furnish the music. The railroads and steamboats will make excursion rates, and while the building is a big one, covering nearly three acres of ground, it will probably be none too big to hold the crowds that will come to it.

Visitors will come from all parts of Washington and Oregon and Eastern tourists will arrange their journeys so as to take in the Tacoma Exposition.



TACOMA.—NORTHERN PACIFIC RAILROAD SHOPS.

TACOMA BUSINESS INTERESTS.

THE TACOMA GROCERY COMPANY.

We publish in this number a cut of the new building of the Tacoma Grocery Company, which this well known corporation are soon to move in. The Tacoma Grocery Company has a capital stock of \$350,000. The officers are Charles E. Hale, President; Matthew M. Sloan, Vice-President; Frank B. Woodruff, Secretary and Treasurer. The business of this establishment extends over the entire State of Washington as well as Alaska and British Columbia—and has now assumed proportions that compare favorably with such establishments of the large wholesale centres of the East.

THE HOLMES & BULL FURNITURE CO.

One of the Tacoma business establishments worthy of particular mention is that of the Holmes & Bull Furniture Company. One finds there an immense line of goods of all varieties and of the highest grades. Owing to the firm's facilities for doing business it can sell goods of the same quality as cheaply as they can be bought in such cities as St. Paul, Minneapolis and Omaha. Its business extends over the entire state and it makes a specialty of furnishing houses completely.

Its building has ten floors 50x100 feet and contains a stock as large as any in San Francisco. This is a stock company with paid up capital of \$100,000. The President is G. L. Holmes and the Secretary and Treasurer is A. E. Bull. This company started three years ago in a small way and its business has grown to rate among the largest on the Pacific Coast. This is partly owing to the fact that they have but one price and that placed on the lowest possible basis that quality of the goods will warrant. Visitors to Tacoma are cordially invited to visit the Holmes & Bull Furniture Company.

THE TACOMA HOTEL.

The Tacoma Hotel, which stands on a bluff overlooking Puget Sound, commands a magnificent view of Mount Tacoma, Commencement Bay, Puyallup Valley, and the Cascade Mountains. This hotel is unequalled north of San Francisco, and unsurpassed by any in that great city of hotels. It is very conveniently and advantageously located, being one block from Pacific Avenue, the heart of the business portion of Tacoma. The two entire blocks between A Street and Cliff Avenue have been vacated to give ample room for pleasure grounds and the broad piazza overlooks a spacious lawn reaching to the water front. The hotel was erected at a cost of \$200,000. It is substantially and beautifully built of brick and stone in a style mingling the Queen Anne and Norman French architecture. The new wing, just completed at a cost of \$60,000, has sixty rooms arranged in suites for families, of dressingrooms, bedrooms, and private baths, furnished and decorated in the most tasty style, and can now accommodate comfortably over 300 guests. It was originally furnished at a cost of \$60,000, and since being purchased by the present owners, the Tacoma Hotel Company, an association of wealthy and enterprising men of the city, has been refitted, recarpeted, altered, and improved in many of its details, at an expense of \$30,000. Its elevation above, and proximity to, the waters of the bay, afford the best opportunity for sanitary plumbing and drainage.

Among the outdoor amusements available to guests, may be mentioned lawn tennis, croquet, archery, boating and fishing, while the rides and drives in the immediate vicinity are celebrated for their great beauty, and variety, notably those to Steilacoom, the old town of Tacoma, the hop vineyards of the Puyallup Valley, and out to the endless beauty and freshness of the prairies.

Those whose preference leads to an indoor life, will find an extensive lobby, a room 50x60 feet, furnished with leather upholstered mahogany easy chairs and divans, reading tables filled with Eastern and Western papers and the popular magazines. A magnificent drawing room 40x70 feet with its rich tapestries and furnishings in the style of the first empire, the grand piano, and the French windows opening on the spacious piazza, and where, during the summer months, a series of noonday and evening concerts, and semi-weekly hops will be given with music by an orchestra of merit. A luxuriously arranged waiting room on the second floor exclusively for ladies, and a corresponding apartment no less convenient, on the first floor, for men, complete these suites. The dining rooms, three in number, include a main hall forty to seventy feet, a breakfast room thirty to forty feet, and a private supper room elegantly upholstered and furnished. These with the billiard



THE TACOMA GROCERY COMPANY.



TACOMA.—THE HOLMES & BULL FURNITURE CO.

room, barber shops and the bar form combined attractions which make The Tacoma by far the most popular of the hotels in the great Northwest, and enable the gentlemanly and agreeable manager, Mr. William K. Hatch, to accommodate his guests in a comfortable and agreeable manner.

TACOMA'S STREET CAR SYSTEM.

An advantage which Tacoma has over all other Sound cities, and many other commercial cities in the United States, is that its founder foresaw its great future and laid it out on a magnificent scale after a thorough study of the topography of its site and with full consideration of general commercial and railroad requirements. No other city on the Pacific Coast enjoys a similar advantage. Tacoma has been equally fortunate with respect to its street-car system, controlled by the Tacoma Railway & Motor Company. This company, having practically a monopoly in the city, has not built lines at random, but upon a well-planned system with a view of giving all parts of the city the best possible traffic facilities. Contrary to the general rule in Western and Pacific coast cities, no lines have been built with a view of promoting real estate schemes or increasing real estate values in distant parts. Existing improvements, business requirements and convenience alone have been considered in the construction of lines. Thus a system of twenty-five miles of track spreads over the city and gives all parts of it equal and sufficient facilities. One and three-fourths miles of this system is operated by cable and the remainder by electricity; the Edison system being used. The cable road runs up and down the steepest streets in the heart of the city and the grips pull up some of the electric cars, which proceed, propelled by electricity, when they reach the upper level. Returning, the cable grip acts as a brake for the electric cars. In other parts of the city, where the streets are not quite as steep, grades running as high as fifteen per cent are overcome by the direct application of electric power, a feat which is not equalled in any other city in the United States. The tracks are constructed with great care and durability and modern girder rail has been used throughout. The roadbed of the cable road is unequalled in any city west of the Alleghany Mountains so far as durability and solidity of construction are concerned. The power is furnished by two engines, one of 1,000 and the other of 400 horse-power, and seven Edison dynamos, located in a solid brick power house in the most central part of the city. As an example of what enterprise and public spirit will do in the rapid creation of a first-class scheme of city transportation, the Tacoma system is worthy of careful study by others interested in street railway development.

While the mileage of the Tacoma system is not as large as some other cities where street railroads have been built for speculative purposes upon land subsidies, and where frequently two or three lines owned by different companies parallel each other, the people of Tacoma receive a better and cheaper service, the company carrying its passengers from any part of the city to any other part for a single fare, giving passengers transfers over the various lines.

The principal officers of the company are: Paul Schulze, President, and J. H. Cummings, General Manager. Among the directors are Henry Hewitt, Jr., Walter Oakes, C. J. Kershaw, J. M. Ashton and T. B. Wallace. The largest stock-holders are Henry Villard and Paul Schulze.

At numerous convenient points the electric and cable lines connect with steam motor suburban lines, owned by other companies. These suburban lines have an aggregate length of nearly sixty miles, and they have developed many outlying villages and many rural settlements of gardeners and fruit raisers. The Tacoma and Puyallup line runs to the large hop market town of Puyallup, ten miles distant, with branches to the Oakes Addition and to Wapato Lake. The Point Defiance line is six miles long and reaches the northern suburbs of the city. The line to Steilacoom is eleven miles long; that to Lake Park, on Spanaway Creek, has nine miles of track, and the line to American Lake, owned by the Union Pacific Company, is thirteen miles long.

VILLA PARK.

This is undoubtedly one of the most delightful suburban sites of Tacoma. Although close to the din and bustle of the car-shops—lying directly south of them, in fact—a walk through the beautiful meadows and green woods of this Park brings one at once into a new Arcadia of grove and gardenland, where the weary workman from the shops can rest in an Eden of his own, and comfort himself withal by reckoning the annual profits arising from his little plot of ground. The soil is a rich loam, many feet in depth, and of a fertility

that is unsurpassed. The owners of Villa Park, Messrs. H. S. Griggs and D. P. Norton, of Tacoma, have associated themselves in the enterprise with the members of a large lumber firm, and are offering such favorable terms to mechanics and others that this suburb will soon be a park of homes and gardens. Provisions have been made for a church and school, and handsome streets have been opened up, so that just beyond the limits of Tacoma, and avoiding its taxes, the residents of Villa Park can enjoy all the comforts of city life.

ST. PAUL AND TACOMA LUMBER COMPANY.

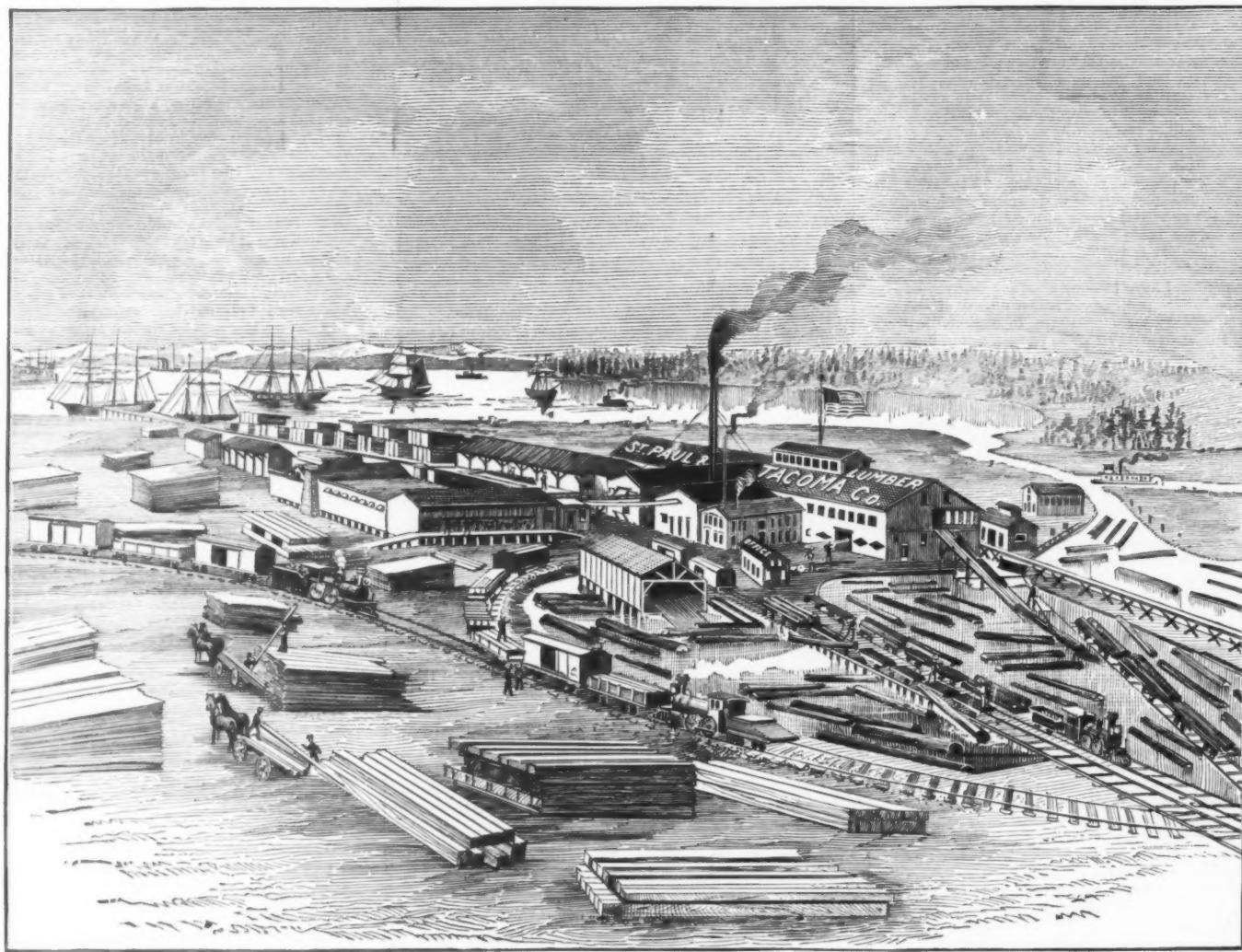
In the novel and beautiful landscape seen from the piazza of the Tacoma Hotel the most striking object in the foreground is the mill of the St. Paul and Tacoma Lumber Company, with its constantly rising cloud of black smoke and silvery steam; its large piles of golden-colored fir lumber, and its long wharf reaching out across the grassy tide-marsh to the blue waters of the bay. This mill, and the enterprises which are connected with it,

two fast friends have now new homes on the bluff in Tacoma so handsome and comfortable that they have no cause to regret their Summit Avenue houses. From their piazzas they can see the shores and waters of the Sound for many miles, and look across fifty miles of forest to Mount Tacoma, while close at hand, on the tides, they can look down on their mill and on the logging trains which come in from their fifteen townships of timber land.

Col. Griggs is President of the company, A. G. Foster is Vice President, Henry Hewitt, Jr., is Treasurer, P. D. Norton is Assistant Treasurer and George Browne is Secretary. The company bought of the Northern Pacific about 80,000 acres of land, heavily timbered with fir and cedar and spruce, and from other sources have acquired about 50,000 acres more. These lands lie south of the Northern Pacific road and next to the Cascade Mountains. The company has built a railroad nine miles long, from Orting, for logging purposes primarily and is about to extend this road five miles further to Lake Kipousin.

1,000 miles distant, and special dimensions are shipped to Chicago.

C. W. Griggs, and Griggs and Heustis are railway contractors who employed 2,000 men as an average force during the year 1890 and are now employing about 1,500 men in grading, bridge building, track laying and other railway work. A large portion of the lumber used by them is manufactured by the St. Paul and Tacoma Company. This company goes outside of the lumber business in one direction, owning the Wilkeson coal mine, about twenty-five miles east of Tacoma, and the coke ovens connected with it. The company conducts a large general merchandise store on Twenty-third Street, Tacoma, from which sub-contractors are furnished with their goods and supplies. No employee of the company is required to buy at this store, and no sort of compulsion or influence is brought to bear on the large force of working men to secure their trade. The company is opposed to the methods so often employed by corporations in this direction. Its members believe in free competition and



TACOMA.—MILL OF THE ST. PAUL & TACOMA LUMBER CO.

form one of the most important industrial establishments in the State of Washington—an establishment employing 600 men in its various branches and utilizing a capital of \$1,500,000. This great concern is the outgrowth of St. Paul effort and business talent and St. Paul money.

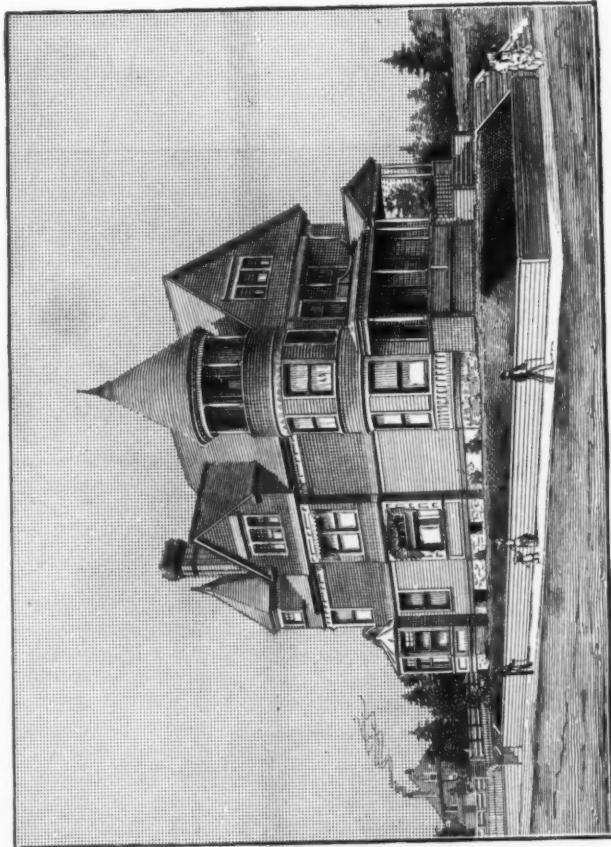
When it was known in St. Paul about three years ago, that Col. C. W. Griggs, of the firm of Griggs & Foster, had determined to remove to Tacoma and start a new enterprise there was much surprise expressed. Col. Griggs was among the most substantial and successful of business men in Minnesota. He had made an ample fortune, was prominent in politics and all public affairs and lived in one of the handsomest mansions on Summit Avenue with his old friend and partner, A. G. Foster as his next door neighbor. People thought it strange that a man so fortunately situated should be willing to give up the home he had built and the large circle of friends that surrounded him to go to a far-away new region. The explanation Col. Griggs gave was that he liked a new country best, and wanted to see things grow and to have a hand in the development of a new city and a new State. He organized the St. Paul and Tacoma Lumber Company and was soon joined by his old partner, Mr. Foster. The

further extension, in a year or two will bring the road to the Nisqually and Sucootash valleys, which are fine, alluvial regions, resembling in natural richness the valley of the Puyallup. Eventually this road will become the property of the Northern Pacific, the latter company gradually paying in freights the cost of its construction.

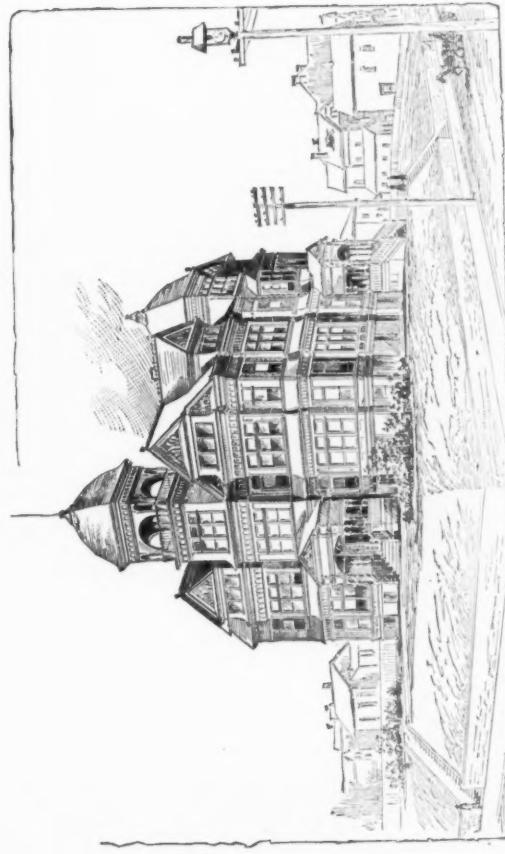
All the sawing of lumber is done at the company's big mill in Tacoma, the logs being hauled in flat cars for an average distance of about twenty-five miles. Much of the daily output of 175,000 feet goes to Eastern markets by rail, a great deal is consumed by the demands of the home market and occasionally a ship is loaded for foreign countries. The mill has never been shut down for a day since it began operations. In the rapid building operations in Tacoma during the past three years it has been of inestimable advantage to the city, in the large and steady supply of building material it has turned out. Its facilities for rail shipment have enabled the company to push eastward the market for Western Washington lumber, which formerly did not go beyond the Cascade Mountains at all. Now this lumber is sold regularly as far east as the Montana towns,

in the right of every working man to spend his money where he pleases. Adjoining the store are the general business offices of the company and of the contracting firms working in connection with it.

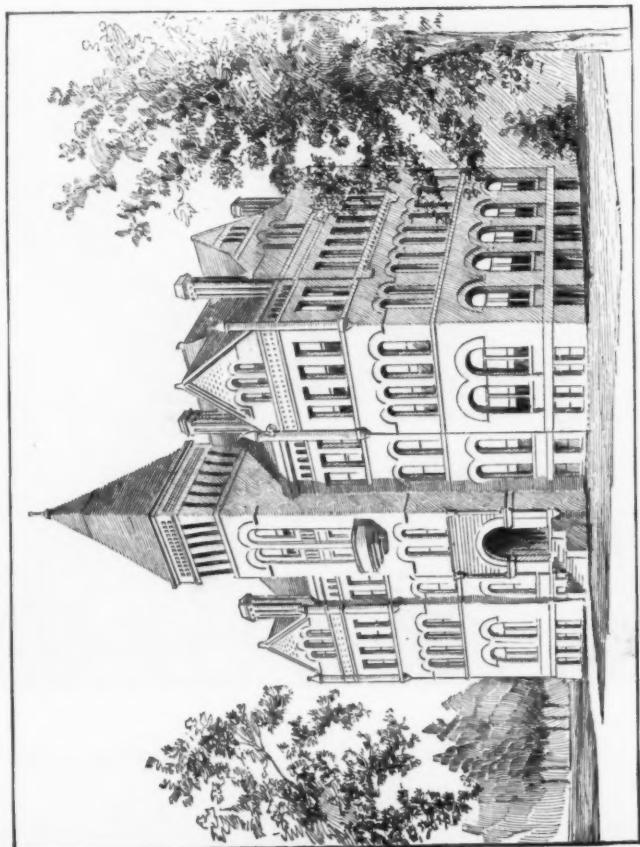
Since the St. Paul and Tacoma Lumber Company began the erection of its mill and the building of its railroad Tacoma has grown from a town of 7,000 inhabitants to a city of 45,000. The Federal census of last year gave it 40,000 and left out of the circuit numerous suburban settlements reached by motor railroads and lying just outside the municipal limits. It is a conservative estimate to place the present population at 45,000. The members of the company may well feel pride in this growth, knowing as they do, that their establishment has contributed not a little towards it. Our former St. Paul citizens, Col. Griggs and Mr. Foster, who came to Tacoma because they wanted to have a share in the building of a new State and a new city, have every reason to feel satisfied with their experience and success during the past three years, and they see their field of future work constantly broadening out before them. They believe that Tacoma will be a larger city in 1900 than St. Paul is to-day.



RESIDENCE OF C. E. MARVIN.



EMERSON PUBLIC SCHOOL BUILDING.



PUGET SOUND UNIVERSITY.

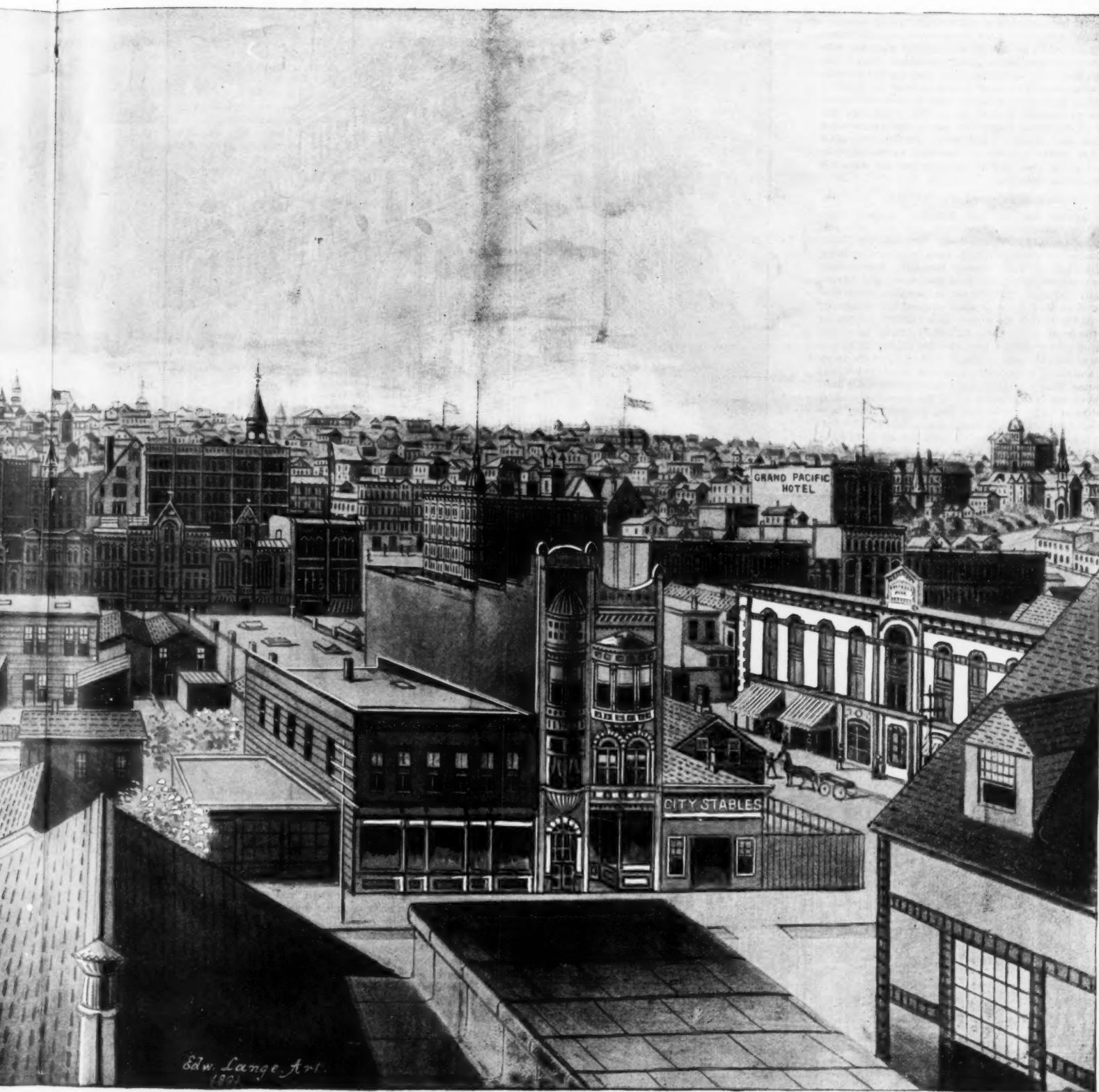


RESIDENCE OF C. CRANSTON POTTER.

TACOMA VIEWS.



BUSINESS CENTER OF TACOMA, AS SEEN FROM THE



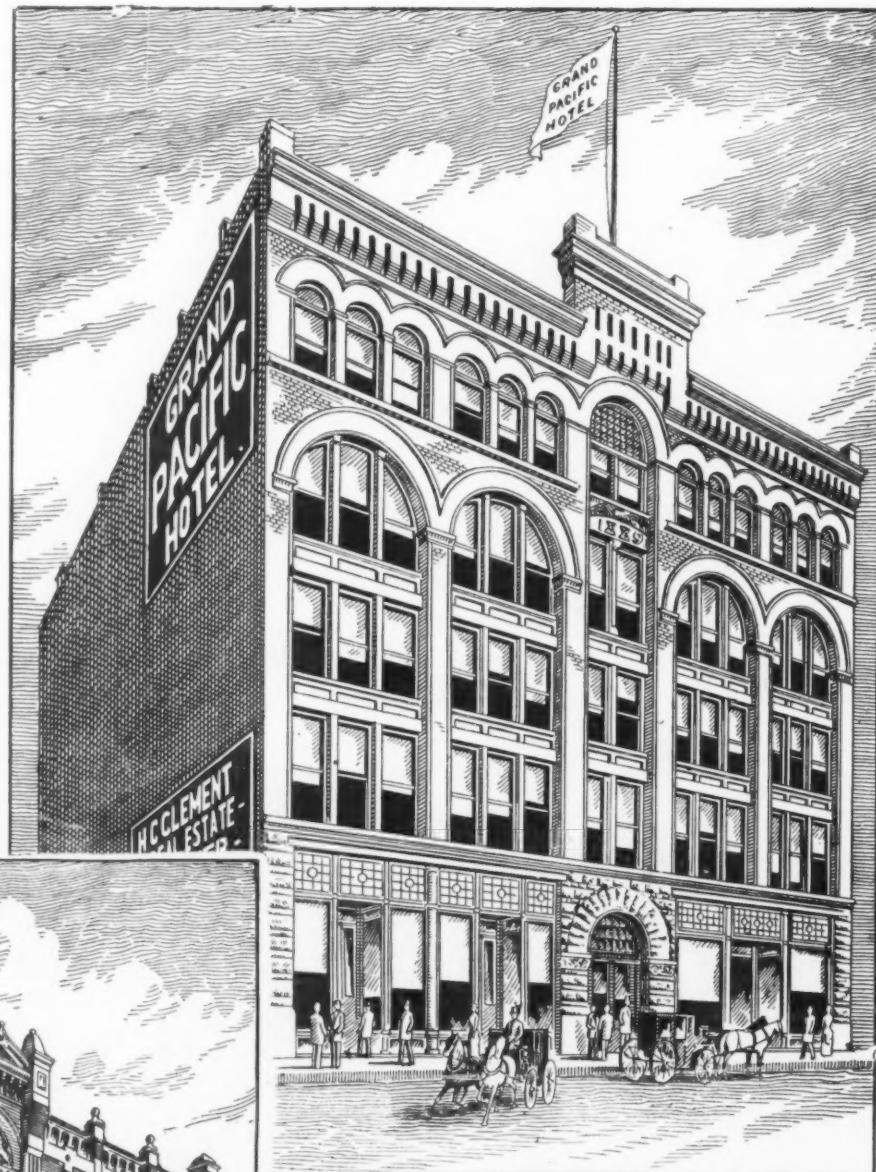
VIEW FROM THE CUPOLA OF THE TACOMA HOTEL.

GRAND PACIFIC HOTEL.

On the sixteenth of October, 1890, this hotel was opened to the public. Being only one block from the Opera House, new Chamber of Commerce, City Hall and Headquarters of the Northern Pacific Railway Company, and in the very heart of the principal business houses, the Grand Pacific may be called the best situated hotel in the city. The house is magnificently furnished throughout, and has all the modern conveniences and appointments of a first-class hotel. It contains a spacious central hall, elegant dining, drawing and billiard rooms, and 125 bed rooms. It is steam-heated and electric-lighted throughout. Large and well-lighted sample rooms have recently been fitted up for the use of commercial men, who will do well to see them before going elsewhere. The house is conducted on the American plan, and enjoys the reputation of spreading the most liberal table of any hotel in the town. Special attention is paid to the comfort of tourists to Tacoma, and every facility is afforded the guests of the Grand Pacific for seeing the country and enjoying its delights. The hotel omnibus meets all trains and boats. J. J. Kelley, Manager, will be happy to forward prospectus and terms, with special rates for families, on application.

SMELTING ORES AT TACOMA.

The Tacoma Smelting and Refining Company commenced operations on September 18, 1890, and have run every day since, Sundays included, and smelted about fifty tons of ore per day. They have only been working so far one-half of their present capacity. The product is a lead bullion containing gold and silver, and during the eight months they have been in operation, from September 18 to May 18, they have shipped 3,491 ounces of gold; 311,610 ounces of silver; and 2,610,977 pounds of lead, the total value being \$611,309.81. They have paid out for day labor during this time \$28,107, and this is exclusive of a good many contracts in the way of chopping wood, and other work which has been done for account of smelter. This is the largest and most conveniently built smelter on the Pacific Coast, all of the machinery being of the most improved and modern pattern. They have two blast furnaces, and two roasting furnaces. The dust chamber and machinery are all built for an eight stack smelter, and the present smelter building is large enough



THE GRAND PACIFIC HOTEL, TACOMA.



THE CALIFORNIA BLOCK, TACOMA.

for five stacks, which can be added as needed at a very small expense. They have two wharves, at one of which they have nineteen feet of water at low tide. They have a very large supply of ore on hand, receiving more every day than they are smelting. On nearly every steamer from the south they receive ore from Mexico, and have arrangements about completed to receive a large supply of ore from South America; but that business was stopped by the war in Chile, and it is not likely that anything can be done until that struggle is brought to an end.

They have received the most of their lead ore from the Cœur d'Alene country in Idaho. A large amount of dry ore is brought from Montana. They also receive considerable ore from the Colville and Okanagan districts, Washington. Last year they received nearly \$80,000 worth of ore from Alaska, and there will no doubt be quite extensive shipments from there this summer; but there is very little done in the mines of Alaska in the winter, except at the Treadwell. Alaska is certainly a very promising mining country, and in the near future the smelter will draw a large amount of its supplies from there.

The coke used comes from the Tacoma Coal Company's coke ovens at Wilkeson, and is a first-class quality of coke. The lime rock comes from San Juan Islands. Within the last few months some of the principal stock holders of the smelter have become interested in mines in Montana and other places, which are shipping a large amount of ore to the smelter, and they will no doubt be compelled to increase the capacity during this season. The smelter is managed on a very conservative basis, and though they have made very little money so far,

they have established for themselves a good reputation, and stand well with all the miners with whom they are doing business.

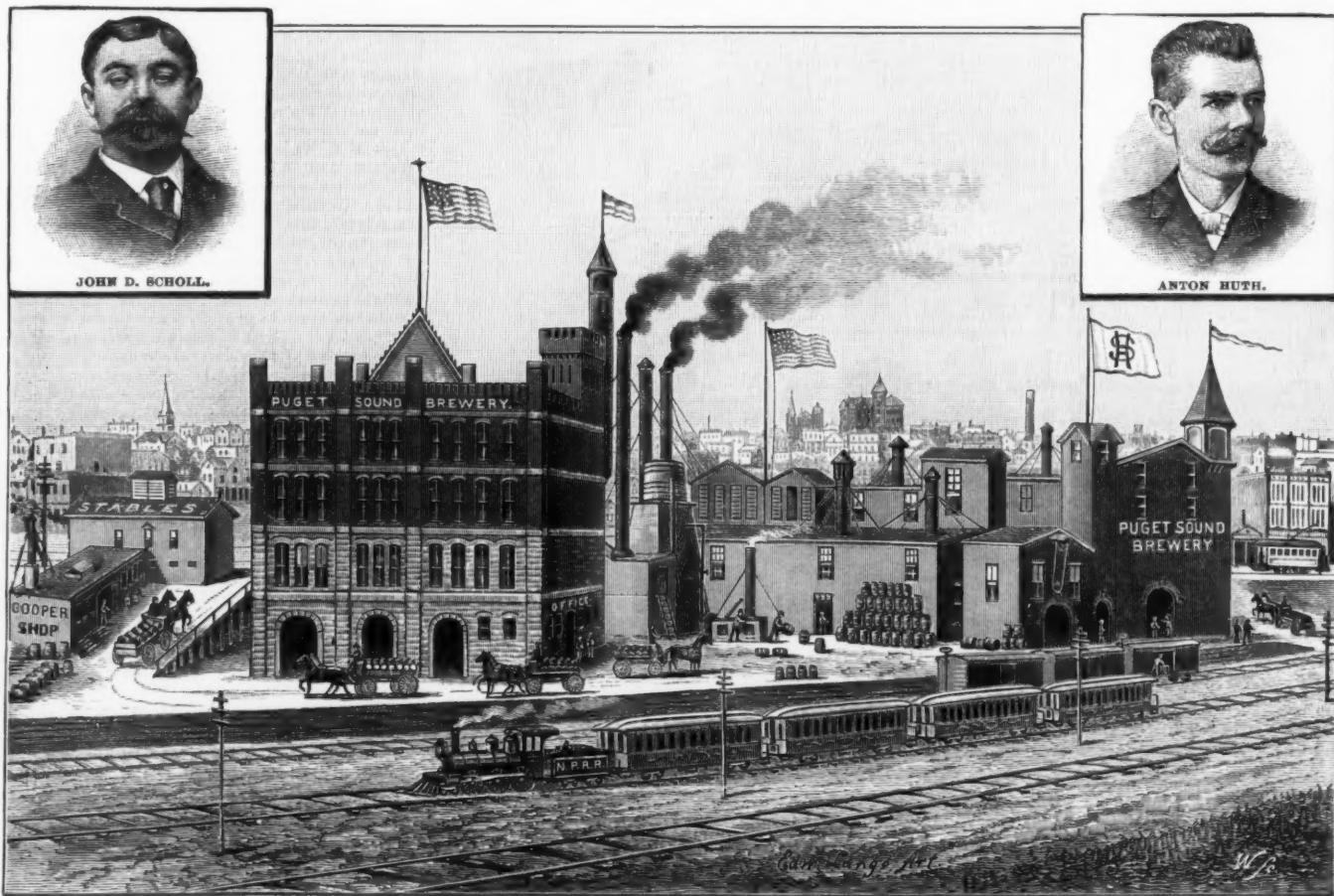
THE PUGET SOUND BREWERY.

Fully abreast with the phenomenal progress of the majestic young giantess up the Northwestern Mediterranean, the city of Tacoma, is the subject of one of our illustrations, the Puget Sound Brewery, owned and operated by the two young gentlemen, Messrs. Scholl and Huth, whose portraits appear in connection with our sketch. It was in the summer of 1880, that John D. Scholl, proprietor of a small but successful concern of 900 barrels annual capacity, known as the New Tacoma Brewery, conceived the project of erecting at once a new brewery with a capacity of 100,000 barrels per annum. This plan was carried out under the direction and supervision of Anton Huth, a young brewer of high standing among his colleagues of the Pacific Coast as well as in the Eastern States, who associated himself with Mr. Scholl. In February, 1889, after the completion of the works, the first brew was made, which, like the succeeding hundreds proved to be of the finest quality, and after a few months' business operations, Scholl-Huth's

ing process in a boiling state and reduces that temperature in an incredibly short time to a point near freezing. In the adjoining machine room we find, besides the powerful engine for general work, the two gigantic ice or refrigerating machines with a capacity of eighty-five tons per day. Steam power is furnished by three large boilers of ninety horse power each. A huge well pump, a duplex air pump, three different beer pumps and dynamo furnishing electric light for the extensive establishment. Adjoining the brew house and in close connection with the stock-house is the spacious wash-house, where all the incoming kegs are deposited and by means of hot water and steam scrupulously cleaned and transferred to the racking rooms which themselves form a part of the large stockhouse or lager cellar as it is commonly called. But here we have to begin at the top, contrary to general rules. In the third, the upper story, we find four seemingly endless rows of fermenting tubs, appearing in their shining uniform coat of paint as so many battalions of soldiers, each one containing sixty-five barrels; descending from here to the second floor our eyes meet another assemblage of uniformed bodies but of a different size, the vats in this room being twelve high and holding 145 barrels each. Still farther down to the first floor leads

A MAGNIFICENT HOTEL.

The hotel now being built by the Tacoma Land Company is located on E Street, between North First and North Second Streets, with front on Cliff Avenue, facing the Sound. The site being on a very prominent bluff, it will afford an extensive view of the Sound, as well as the Olympic Mountains on the west, and Mt. Tacoma on the east. The plan of building forms three sides of a square, the Sound, or Cliff Avenue front facing northeast, has an extreme length of 200 feet, with wings at each end extending back towards E Street, 200 feet. The main entrance will be from E Street into a large court about a hundred-and-fifty feet square, with wide driveway to entrance porch; in the center of the court will be located large fountain, and the space between the driveway and building will be terraced down to the area wall, the area giving light for basement windows. There will also be an entrance on the Cliff Avenue front, near the corner of North First Street, which will give access for baggage, etc., as well as for guests. The main entrance from Court opens into the exchange, which will be sixty feet wide and eighty feet in depth. This room will be wainscoted in oak, and have a richly paneled ceiling of the same wood. To the left as you enter will be the office,



TACOMA.—THE PUGET SOUND BREWERY.

lager beer was pronounced by all the best in the Sound region. Even the best brands of Eastern beer, Anheuser Busch of St. Louis and Best's of Milwaukee were successfully met at a fair competition as to quality in the city of Tacoma and the shores of Puget Sound by this excellent beverage. Far beyond their capacity became the demand for Wathalla beer, "Drink of the Gods," a special and favorite brand of the firm, which they presented to their thousands of patrons and friends for the first time on August 1, 1889. Very appropriate is the firm's allegorical trade mark, mythical King Gambrinus, the inventor of the amber colored beverage coming across the broad Atlantic and presenting the foaming cup to the goddess Columbia, who graciously accepts the friendly gift for herself and her millions of children.

Visiting this model industrial institution we find in the brew house proper a building 40x82, two-stories high, the huge copper or brewkettle with a capacity of 140 barrels, heated by steam by means of a steam mantel surrounding it, and close by the great steel mash-tub, where the aromatic malt grist is subjected to a gradual rising temperature by the admission of boiling water kept in constant motion by the powerful mashing machine. There is also the Randalot vertical cooler, an ingenious cooling machine, which receives the beer after the brew-

our way and we find ourselves among the lager casks, immense vessels of 3,000 gallons capacity in which the foaming beverage attains its brilliancy after three months development. From the lager rooms the finished article, bright and sparkling passes through a rubber hose to and through a complicated filling machine into the shipping kegs. All the rooms are kept at a temperature near to the freezing point throughout the year by the above described refrigerating machines, through a system of pipes covering the walls and ceilings of the storage rooms.



TRADE MARK.

and connected with this a large private office and fireproof safe. In the corresponding space to the right will be the stand for newspapers, telegraph office, etc. From the exchange you enter the dining room by means of a corridor twelve feet wide and forty feet long; a corresponding corridor on the east side of the exchange leads to the parlor and reading rooms; from the corridor on the south, or Cliff Avenue side are two large stairways leading to the upper floors; on the north side of the corridors are located two elevators for guests and one for baggage; these are to have air cushions and all the latest safety appliances. The main dining room will be 124 feet long, and forty-four feet wide; on the Cliff avenue end which there will be two small dining-rooms, one, twenty by twenty-six feet, and the other twenty by sixteen feet. On the E Street end there will be two dining-rooms, one forty-four by thirty-one feet and the other forty by thirty-one feet. From the side of dining-room on the west is located the kitchen wing, forty-five by sixty-five feet. The diningroom will be paneled eight feet high in oak and have paneled ceilings of same. There are not to be any columns in the dining-rooms the floors and partitions over them being supported by wrought iron trusses. The reading and writing room on the east of the exchange will be forty-four by thirty-four feet; the

parlor adjoining the reading room will be 112 feet long and forty-four feet wide. At the north end of the parlor will be four bed-rooms, ladies, parlor or reception room; these rooms can be reached by means of private entrance, at the corner of E and North First streets. All the rooms on the main floor have large open fire-places, and handsome mantels; the finish being in oak, with the exception of the parlor, which will be in white and gold. In the basement under the exchange will be located the billiard-room and bar-room. Under the reading room will be the barber shop, and in connection with this room will be toilet-rooms and bath-rooms, and also rooms to be fitted up for Turkish baths. Below the Cliff Avenue end of dining room will be placed the public toilet and wash-rooms; the basement rooms are finished with marble floors, and the toilet and wash-rooms wainscoted with polished marble. The plumbing fixtures will be of the most approved pattern, with forced ventilation, etc. Under the dining-room wing will be located the store-rooms, servant's dining-rooms, bakery, ice cream room, wine room, refrigerators, etc. Under the kitchen wing will be located the boilers, pumps, electric light plant, laundry, etc. There are numerous stairways beside the two main stairways, making easy access to any portion of the building. Ample provision has been made for the storage of coal and supplies, and all modern appliances for the use of kitchen and laundry are to be introduced with the object of having the equipment the most com-

panying perspective view conveys an excellent idea of the building as it will be when completed. The base, up to the height of window sills is to be of gray Wilkeson sandstone laid with rock face; the walls above stonework to be finished with buff Roman brick, with all trimmings of buff terra cotta; the first story brick work and trimmings to windows, etc., to be of darker shade of brick than the rest of wall; roofs to be covered with shingles, with gutter and ornamental metal work of copper. On the Cliff Avenue front the porches will be about twenty-five feet in width, the lower porch level with the billiard room and the upper one level with the main floor. The finished wood work inside will be of oak on the main floor and of redwood on all the other floors; the floors of all halls and corridor, will be finished in oil and shellac, as will also be the dining-room and exchange floors. The floors in the kitchen wing and dining-room will be formed with iron beams and terra cotta arched brick, making this portion of the building of fire-proof construction, and the finish of all floors in the basement and sub-basement will be either marble or cement, making a very solid and durable finish. The building on the courtyard will have porches about eight feet wide on each side with doors to the exchange, dining-rooms and parlors, giving access to private dining-rooms without passing through the main room. The grounds on the front of the bluff will be properly graded, sodded and planted with suitable trees, etc., making a complete

The interior is extremely elegant, without any effort at special ornamentation. The floors are of white marble and the fire-proof partition walls are calsoined in white. All the wood work is of polished oak brought from Chicago. The second floor, counting from the Railroad Street front and the first counting from the front on C Street, is occupied chiefly by the large banking room of the Fidelity Company. Two other financial concerns are also established in ample space on this floor. On the upper floors there are 104 offices, each lighted with large outer windows, and supplied at night with electric light made from a plant in the basement, and each furnished with the best steam heating apparatus and with hot and cold water flowing in a white marble basin.

The building cost \$250,000 and when all the offices are rented it will yield a gross income of \$50,000 a year. At the date this article is written, in May, the building has been ready for tenants but a few weeks, but its rent roll already sums up \$3,000 per month. This fact is cited to show that the advantages of a first-class, thoroughly fire-proof office building are appreciated in Tacoma and that the city is large enough and prosperous enough to make such a building an excellent investment from the day it was ready for rental.

The Fidelity Trust Company has a paid-up capital of \$500,000, and it commanded the confidence of the business public from the day it was organized by reason of the high standing of its directors in financial circles. At the head of the list of directors is John C. Bullitt, the well-known lawyer, capitalist and railway financier of Philadelphia. The other directors are all Tacoma men of large means who have taken a leading part in the development of the young city. They are L. D. Campbell, Paul Schulze, George Browne, John S. Baker, C. W. Griggs, H. C. Wallace, Chester Thorne, Theo. D. Powell, James M. Ashton and T. B. Wallace. The officers are T. B. Wallace, president; Theo. D. Powell, vice president and E. Albertson, secretary. The company divides its business into three departments. In its banking department it carries on the usual business of banks of loans and deposits. It pays interest on daily balances, credited monthly, issues time certificate of deposit and does a general banking business. The second department is a savings bank, where deposits are received in sums of from one dollar to five thousand dollars, interest being paid at the rate of five per cent per annum and credited to depositors on the first days of March and September of each year. The trust department is the third division of the company's business. Here it carries on the same line of transactions as Eastern trust companies, acting as administrator, guardian, receiver and trustee, as registrar, transfer agent for stock and trustee for mortgages and trust deeds for corporations and individuals. In this branch of its work the Fidelity supplies a recognized need and has a wide and constantly enlarging field of usefulness and profit. The fourth department of the institution is that of safe deposit. The large vault of the company is fitted up with a very complete modern outfit of private safes for the keeping of bonds, jewelry and money and large storage compartments for the safe bestowal of valuable articles of larger bulk. The great vault is strictly fire and burglar proof and has all the latest inventions devised for strength and security. Private rooms adjoining the vault are provided for the use of safe-renters and furnished with desks, seats and writing materials.

The Fidelity Trust Company is one of the strongest financial institutions developed by the prosperity of the new State of Washington. Its massive building, perfectly lighted in every hallway, room and passage and indestructible by fire, well typifies its character and is significant, too, of the public spirit of Tacoma, which is building a city on firm foundations and with ample faith in the future.

THE BRADSTREET-THURBER COMPANY,

Syndicate block, Minneapolis, are the largest dealers and manufacturers of furniture in the West, carrying also the largest lines of fine draperies, carpets and wall papers, make a particular specialty of out-of-town orders, furnishing complete estimates and designs for homes, hotels, club houses, theaters, etc., and always guaranteeing the utmost satisfaction. They are prepared in their manufactory to turn out any particular piece of furniture or any special design in sets and in any quantity desired, although anyone would be hard to please who could not find just what they wanted in the great stores which are one of the sights of the city, always filled with as rich and rare a stock of goods in all departments as can be found in any store of the kind in America. They will take a building direct from the plasterer and no matter for what use it is intended will make it a thing of beauty in every detail, sit at a cost as moderate or as rich as one desires. Whenever the job is large enough to justify them they will send a competent man to any part of the West who will give full particulars and prices, although a little correspondence and one of their illustrated catalogues and price lists will generally be found satisfactory. If frescoing is desired they have a corps of artists that are unequalled. Some idea of the territory they cover can be derived from the fact that they completely furnished the Hotel Eastman, at Hot Springs, Ark., the Silver Bow Club House, in Montana, and are now furnishing the Court House, at Little Falls, Wis. And, by the way, judges' desks, altars and sets for churches and the appropriate pieces for the different rooms of secret societies is one of their specialties. When in Minneapolis visit the Bradstreet-Thurber Co. You will be royally received and you will see a sight that will repay you for the trouble.



TACOMA.—THE FIDELITY TRUST CO.'S BUILDING.

plete on the Pacific Coast. The first floor has been arranged to provide a large ladies' parlor over the exchange, facing Cliff Avenue, thirty-two by sixty feet, and facing the court four large bed-rooms with toilet-rooms attached. In the corridor over the spaces occupied by the office on the left and corresponding space on the right, are located the ladies' toilet room and gentlemen's toilet room with marble floors and polished marble wainscoting. The corridor parallel with Cliff Avenue is to be twelve feet wide, and those in the wings over the dining room and parlors, ten feet wide, with large windows at end, giving ample light. The first floor will have forty-eight bed-rooms, and twenty bath-rooms—the bed-rooms varying in size from fourteen to seventeen feet, these being the smallest, and twenty-two to seventeen feet the largest. The bath-rooms are located generally between two bed-rooms. All rooms are provided with large closets, steam heat and open fire places, electric lights, and every fitting that may be necessary to make a complete building. The second and third floors have each fifty-four bed-rooms and twenty private bath-rooms. Fourth floor has thirty-five bed-rooms and fifteen bath-rooms. Fifth floor twenty-two bed rooms and eight private bath-rooms, giving a total of 215 bed-rooms, and sixty-four private bath-rooms.

On the sixth sleeping floor are located the rooms for servants, etc. The building is well supplied with linen and store closets, slop sinks, fire hose, etc. The accom-

modation to the site, it being the intention of the Land Company to have the building and surroundings complete in every particular.

THE FIDELITY TRUST COMPANY'S BUILDING.

Facing on Eleventh, Railroad and C streets, in Tacoma, stands a building of such solid, handsome and imposing architecture that it at once arrests the attention of every visitor to the city. It is six stories high on Railroad Street and five on C Street, the terrace-like relation of those two thoroughfares to each other making the first story on one the second on the other. There are thus two first story frontages, while the third frontage, on Eleventh Street slopes from one story to the other. The outer walls are of yellow Chicago pressed brick and the architectural effect expresses strength and elegance. The notable success of the edifice in both its external appearance and its interior finish and arrangement is accounted for by the fact that it is the work of a famous Chicago firm of architects, Messrs. Burnham and Root, who designed the *Pioneer Press* building in St. Paul and who are the architects of the World's Fair buildings in Chicago.

On the Railroad Street frontage there is a handsome main entrance, on one side of which are the offices of the *Daily Globe*, the other being occupied by a mortgage loan firm. In the rear are the large safe deposit vaults of the Fidelity Trust Company, which owns the building.

VIEWS OF THE SOUND COUNTRY.

With what different eyes we see!

The colors in which several people will view a country are as diverse as the colors of the eyes that view it. For instance, one family I think of came from a land of extreme heat and extreme cold, of drouth, of storms, of hail, and wind and cyclones—where poisonous snakes endanger life and creeping things annoy; where fruit is a luxury for the rich and flowers beyond the reach of the worker whose every energy must be bent toward the one object in life, the getting of absolutely necessary food and clothing. The sight of fresh, green banks, of roadsides white with clover, of roses, ivy and myrtle, of sweet-brier and all the fragrant herbs, that one may have here without an effort, was to this family like the attainment of the promised land to Moses, and when after a year of looking around the little plot of ground was bought, the humble home commenced, then every child had a rose-tree, or bush, or vine, for the common rose can be trained as either here.

John trained his crimson rose close to the side of the woodshed roughly made of fir poles and shales, and in one year the unsightly shed was beautiful, and Jimmy trained a white rose 'round and 'round the south window of the little cabin that sheltered six industrious, happy and contented busy-bodys, while the mother let her blusrose grow higher and higher, tied first to a six-foot pole, then to a ten-foot one, then to a fourteen foot, then it had to be cut, when it immediately branched out at the top and ignominiously tumbled down, a glorious heap of fragrance.

Dora cut her favorite, a large pink, almost single rose, back to two feet and tried to keep it so. As a result it tries hard to take complete possession of the garden.

The myrtle and the ivy, that were brought from England fifty years ago, grew with such vigor and good will, showing no partiality between the castle of the old world and the cabin of the new, that the cabin soon became a thing of beauty and a joy for several years.

There is lying at hand a crumpled old notebook that has in different, and very indifferent, handwriting pages of quaint entries about selling bouquets and fruit, gathering fruits and vegetables, sawing and splitting wood and lots of other work, showing how these children clothed themselves and helped to build a home. How well I remember the first apples the eleven-year-old Jimmy picked and wheeled proudly home—twelve bushels of great red and gold Baldwins for his share. And how good they were! Apples never tasted so good to him before! The very first time in his life that he could have just all the apples he wanted; and with fruit and flowers, food and clothes, schools and churches, enjoying and in turn diffusing a happy influence, the children—some almost, some quite grown—are loved and respected by all who know them, while the cabin has given place to a tasteful residence. Could this have been so in a country where nature is less kindly? Who can tell?

Now for another view of the Sound country. Mr. and Mrs. M—— and two children are on heir arrival here, much elated at the sight of enormous potatoes, turnips, cabbages, apples and pears in great profusion, for they had hungered long for these things—nay, for very bread they had hungered at times, and coming just at the time when fruits and vegetables were the most plentiful and therefore cheap, they were very happy and wrote enthusiastic letters back home about the country that was even better than if it flowed with milk and honey! They ate—O, how they ate! It took \$2.50 a day to keep them, and then it takes so long and so much to satisfy the hunger of years. Winter found them without

work and with no provisions for the rainy days that surely came, and hardships ensued that a provident man or a frugal woman would have avoided with a little forethought. Then their time changed. They literally cursed the country and laid each and every mishap to this dreadful country. If a child was sick it was of course due to the damp climate, etc. They had plenty of clothes for the first time in years, but it rained so they could not wash and dry them, so they went dirty. "Talk about your fruit!" say they, "Why apples are \$3.00 a barrel. That is just what they are in the East." They don't remember that they could in the fall have gathered them on shares, and with a few day's labor have had apples enough to last all winter, and have dug potatoes if they would, for at least every third bushel. But they would not when they could. A favorite saying with this sort of people is, "This country is over estimated. Every thing is exaggerated. Why, one would think from the literature sent out over the East that one could almost pick up money in the street. And, again, "Talk about your orchards! Why California ships fruit here all the time. The stores are full of California fruit," A fact, but how can anyone,

land, with no clearing, unless you make it. There are no wild grapes. The Oregon grape is a small, low shrub—no vine about it. The fruit in form and taste is a little like the old wild grape therefore the name.

HARRIET L. INMAN.

STURGEON IN THE COLUMBIA.

The amount of sturgeon caught this season in the Columbia River is said to be enormous. Williams Bros., at Kalama, have handled more than any one else on the river. They have taken in as high as eighteen tons a day. The fishermen have made very good wages catching sturgeon at one and one-half cents per pound, but had to confine themselves to few lines, for if each fisherman had put out as many lines as he could have attended to the supply of sturgeon would have far exceeded the demand. Speaking of the report in regard to the supply of sturgeon having been exhausted, a fisherman said that the bottom of the river at the Cascades, where they go to spawn, is just covered with them. In fishing for sturgeon many different kinds of hooks are used, different in size and style of bend, but



TACOMA.—WHOLESALE DRY GOODS HOUSE OF THE GARRETSOON, WOODRUFF, PRATT CO.

from the East expect to find fine orchards of apples, pears or plums growing spontaneously in this heavily wooded country. There are not even wild plums, and the wild crab-apples are only as large as peas. The wild cherries are as bitter as quinine, but the Oregon wild grape makes delicious jelly, with one part sugar and two parts juice. The wild blackberry is plentiful and delicious, while we have acres of black, blue and red huckleberries, but they will not come to the pantry of their own accord. We must hunt the best places and gather them, through heat and dust or dew or rain, and take long and tiresome tramps.

The growling family made money enough finally, thank heaven, to take them back to their beloved prairie home where they live sometimes in a dug-out and sometimes in a shell of a house where they alternately swelter with heat and almost perish with cold, and frequently write to Washington for a little help.

Here are two views of the Sound country, but the stranger must not expect to find fine fruit growing on fir trees, and timber land is timber

in nearly all cases hooks without barbs are used, and where the fisherman cannot find the bend he wants without the barb he files the barb off, leaving a smooth, round point.

SOUBRIQUETS OF WASHINGTON CITIES.

Walla Walla, Garden City; Fairhaven, Focal City; Spokane, Magic City; Union, Train City; Seattle, Queen City; New Whatcom, Crescent City; Olympia, Capital City; Port Townsend, Key City; Anacortes, King City; Puyallup, Pride of the Valley; Mount Vernon, Gate City of the Cascades; Nisqually, Central City of the Inland Sea; Tacoma, City of Destiny; Lynden, the Gem City; Blaine, The International City.

TO MOUNT TACOMA.

O, mighty dome that soars above the clouds
And cleaves the heavens in twain!
Perchance, upon thy lofty crest
The key that looks us from infinitude may rest.
Look not inquisitive down on all that cower below,
But lead our spirits where ourselves would fain, but dare
not, go.

PUGET SOUND DRESSED BEEF AND PACKING CO.

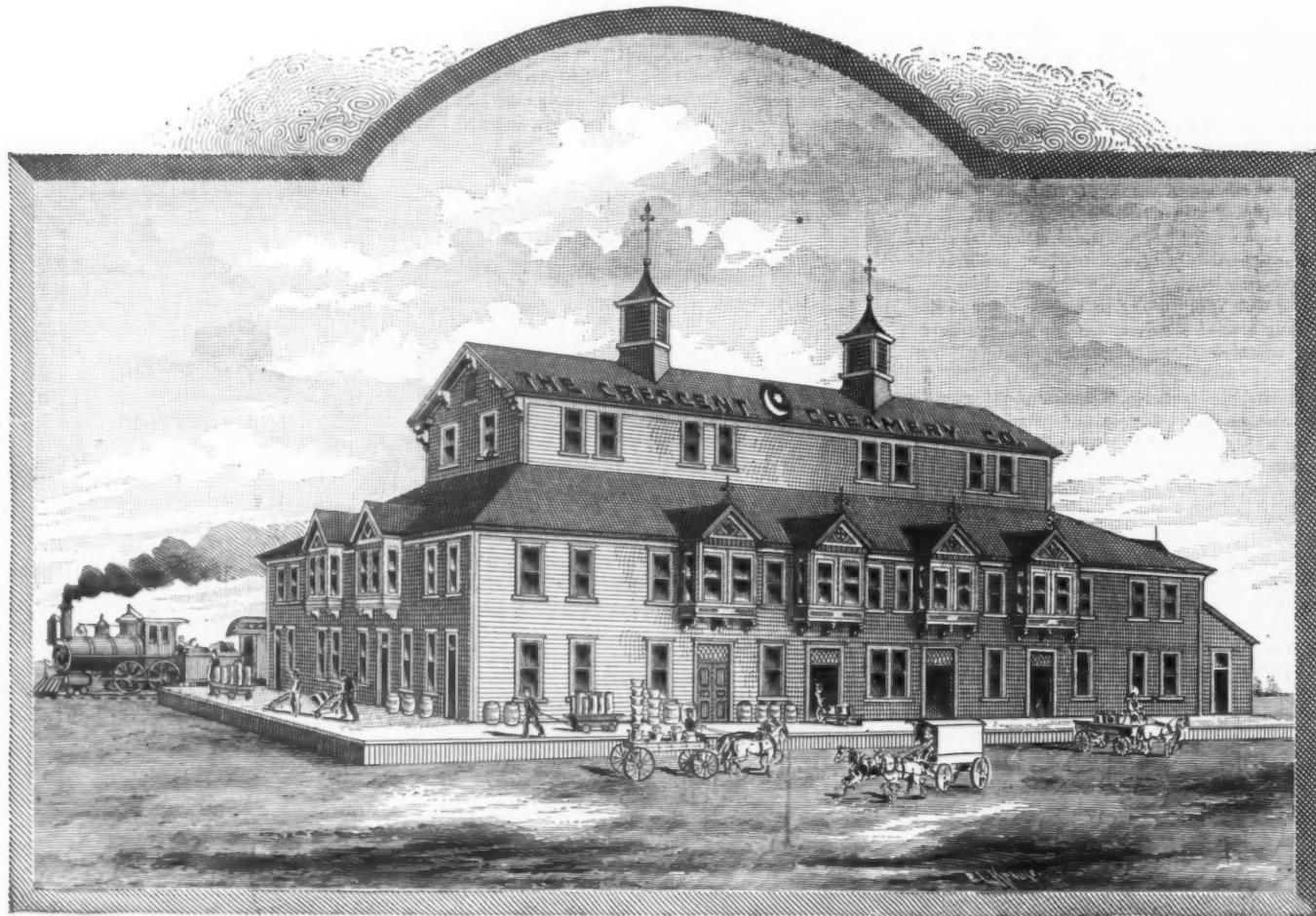
Until recently nearly all of the fresh meat products consumed by the rapidly increasing population of the Puget Sound country was purchased from Eastern markets or secured from local establishments which were not equipped with all the facilities necessary for providing desirable products. Eighteen months ago the enterprising market man, Charles T. Ulman, of Tacoma, conceived the idea of organizing a packing company at Tacoma and establishing an abattoir with all of the necessary equipment for handling this business in the most desirable manner. To this end a company was organized and incorporated as the Puget Sound Dressed Beef and Packing Company with a paid up capital of \$150,000. Foreseeing the possibilities of this business the incorporators purchased a large tract of land at Meeker Junction, half way between Seattle and Tacoma, on which to construct the buildings necessary for the use of the company, in order to establish a desirable institution. This purchase of land consisted of 326 acres adjoining the little city of Puyallup at Meeker Junction. This tract of

this company for stock to be used at its abattoir, and cattle, sheep and hogs have been purchased in large quantities in Idaho, Nevada, California and Montana, and through the marketing of these products on Puget Sound this portion of the country has been widely advertised as a desirable market, and with the advantage of the shorter distance for hauling the live stock, consumers of meat products have been able to buy their supplies at all times at about the jobbing prices prevailing in Chicago and other Eastern markets, thus making it impossible for the packing houses of the Eastern cities to create a demand for their fresh meats, etc., here. We are informed that the establishment of this packing house has so stimulated the development of the stock interests of the country that it is thought that within a year or two the agricultural districts directly tributary to Puget Sound will be able to supply all stock required for the use of this and other packing houses which may be established.

Anticipating the importance of the enterprise and the rapid growth of the stock interest in this country, a few of the stockholders of the Puget Sound Dressed Beef and

sections of the West to ship their stock to the Puget Sound Stockyards and gain all the advantages afforded in any part of the Puget Sound country, as representatives of all cities on Puget Sound and of Portland and other coast points will be located here to buy and sell live stock. These stockyards will be established on so liberal and modern a scale as to amply take care of the needs of the Puget Sound country as a market through which to buy and sell live stock for years to come. This project is meeting with the full approval and approbation of stock dealers throughout the entire Sound country, as the location of the stockyards at Meeker Junction will be very convenient for both Seattle and Tacoma, and all other cities in the vicinity, and at the same time will afford shippers of live stock the very best opportunities for marketing their stock, or for holding the stock at a light expense until the markets are more desirable.

In addition to the stockyard feature which has developed from the Puget Sound Dressed Beef and Packing Company this company also contemplates setting apart a portion of its plant for the use of market gardeners, and tracts of land varying from two to five acres will be sold



THE CRESCENT CREAMERY COMPANY'S OFFICE, COLD STORAGE AND FREEZING PLANT AT TACOMA.

land borders on the Puyallup River and extends to the hills south of the N. P. R. R., and includes within its boundary a large spring with a capacity sufficient to water the entire tract with a very abundant supply of pure spring water, which enhances the value of this property materially. A packing house and other buildings were constructed with a capacity for handling the entire business of the Puget Sound country for a number of years, and no expense has been spared to make the equipment and facilities first-class in every respect.

The demand upon the Puget Sound Dressed Beef and Packing Company was very great from the time it commenced business, so that the first year of its existence this company did a business of \$1,000,000 and enabled the residents of the Puget Sound country to obtain fresh meats of all kinds in a most desirable condition and at much more reasonable prices than to import these meats from Eastern markets. Besides this advantage to the consumers, the agriculturists of this whole section of country have realized a great benefit from this home market, for the stock produced on the farms. However, the entire agricultural area in the vicinity of Washington would not supply the demands made upon it by

Packing Company have decided to associate themselves with other enterprising citizens for the establishment of extensive stock markets and stockyards at Meeker Junction—land for this purpose being secured from the Puget Sound Dressed Beef and Packing Company. With this end in view articles of incorporation are now being prepared and within a few days the Puget Sound Stockyard Company will be fully organized. Sixty or eighty acres of land will be secured at Meeker Junction and along the tracks of both the main line and the Seattle branch of the N. P. R. R. This tract of land will be laid out into modern stockyards, with feeding barns, pastures, etc., connected, and with all the facilities necessary for the use of first-class stockyards. A large stock exchange building and hotel will be built, and offices will be prepared for brokers and stock dealers' use, and other facilities will be afforded to make the Puget Sound Stockyards at Meeker Junction a most desirable market for all kinds of live stock. Arrangements will be made with all lines of railroads touching Puget Sound for switching facilities at these stockyards, and feed, board and market facilities will be furnished to shippers of live stock at about cost, thus enabling the stock men from all

for this purpose, and being midway between the two principal cities of Puget Sound and having the advantage of obtaining fertilizing material at the packing house and stockyards, they will have all of the advantages necessary for developing this most important industry. All of these combined interests are of great importance to every resident of the Puget Sound country, as the important question which now interests the residents of this section of the country is "How to obtain cheaper and better food products." The Puget Sound country possesses all of the resources desirable for building up a great country and great cities, and to do this successfully great attention must be given to producing cheap high standard food products, and we are convinced that the advanced step taken by the Puget Sound Dressed Beef and Packing Company in originating and organizing the industries above referred to will be most thoroughly approved and supported by all. The Puget Sound Dressed Beef and Packing Company has just located its general offices and wholesale house in the Crescent Creamery building on the Ocean Wharf in Tacoma, where it has all of the modern facilities for cooling and handling its dressed meats under methods most desirable for

making its products always attractive and reliable. The present officers of the Puget Sound Dressed Beef and Packing Company are Charles E. Marvin, President; F. C. Sharkey, Secretary; Charles Reichenbach, Treasurer; and J. D. Gardner, General Manager. Correspondence with any of the above named gentlemen regarding these matters will receive prompt attention.

**THE CRESCENT CREAMERY COMPANY OF ST. PAUL,
MINN.**

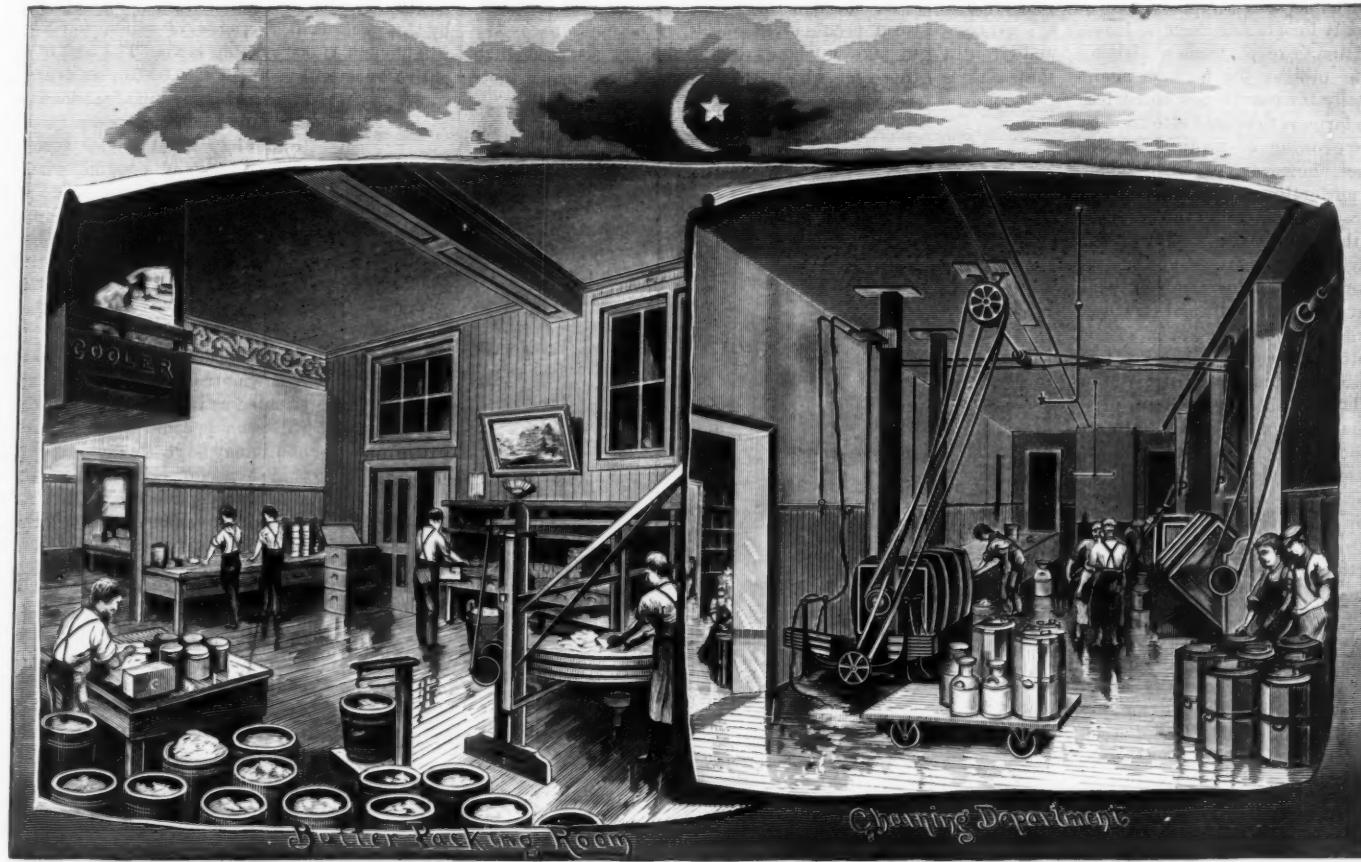
The readers of the *NORTHWEST MAGAZINE* undoubtedly are familiar with the description of the Crescent Creamery Company's business, as published in this magazine in July of last year. This business, originally established by Marvin & Cammack, has developed to such a magnitude as to require its own distributing and storage warehouses in sections which afford a desirable demand for these products. The Crescent Creamery Company is manufacturing annually nearly 3,000,000 pounds of high standard creamery butter, and about 1,000,000 pounds of cheese. It also uses in its trade about 2,000,000 dozen eggs and fully 500,000 pounds of dressed poultry. In addition to these large amounts of products which are distributed through its several offices, this company handles at St. Paul and Minneapolis, Minnesota, a very

in cool storage, as may be desired. In the fruit rooms a temperature ranging from thirty-six to forty degrees is furnished. In the rooms intended for dairy products a temperature ranging from freezing to ten degrees above zero is maintained. In the storage intended for dressed meats without freezing a uniform temperature of thirty-eight degrees is maintained; in rooms intended for chilling dressed meats a temperature of thirty-two to thirty-four degrees is maintained, and in rooms intended for freezing a temperature ranging from ten to twenty degrees above zero is secured depending upon the product to be frozen. No ammonia or other injurious fluid is circulated through the pipes, only a pure, sweet brine being used. This renders it impossible to injure the products placed in storage by offensive odors. The cold is produced by the use of very ingenious machinery which will interest all who care to inspect this system of storage. The storage building proper is surrounded by an annex which contains forty offices. These offices are used as headquarters for marine and railroad transportation companies, and for brokers representing the various important provision interests of the country, so that this building has combined within it a number of important interests which are of great value to the needs of a great and progressive country and people. This build-

BANKING IN TACOMA.

There are now seven National banks, four State, six savings, and two branches of foreign banks doing business here, with capital as follows:

	Capital.
Tacoma National.....	\$200,000
Merchants "	250,000
Pacific "	100,000
Citizens "	100,000
Washington "	500,000
National Bank of Commerce.....	200,000
National Bank of the Republic.....	200,000
Traders Bank.....	500,000
Security Bank.....	100,000
Fidelity Trust Co.....	500,000
Western Trust Co.....	100,000
Tacoma Building and Savings Co.....	100,000
Tacoma Trust and Savings	60,000
Union Banking and Trust	100,000
State Savings	50,000
Puget Sound Savings	50,000
Bair-Loomis Banking Co.....	125,000
Branch of Bank of British Columbia.....	3,000,000
Branch of London and San Francisco	2,500,000



VIEWS IN THE CRESCENT CREAMERY, ST. PAUL.

large quantity of milk and cream, and it is now negotiating regarding the establishment of a large condensing factory at a desirable point in Minnesota, where it will be able to produce high standard condensed and preserved milk and cream to be used in its Western distributing houses. We are informed that it is the intention of this company to manufacture these condensed products without the addition of any products foreign to the natural milk, introducing into the manufacture modern evaporating machinery which will evaporate the moisture from the milk leaving the product in the purest and most desirable form for use.

As will be seen from the accompanying cut, the Crescent Creamery Company has constructed at Tacoma a most thoroughly modern plant. This plant covers half an acre of space and the storage and freezing department has a capacity for one hundred carloads, where any temperature, ranging from ten to sixty degrees above zero may be obtained as desired simply by opening and closing valves. The storage rooms are equipped with a system of piping through which pure brine is circulated at a temperature ranging from zero to three to five degrees below zero, according to the temperature required in the room used. This storage is divided up into compartments for freezing or storing

ing will aid the agriculturists of Washington materially in preserving the fruit of the country in the best possible condition, so that they can supply the markets of this country throughout the entire year with fruits grown within our own borders. It also assists materially in developing the great fish and game interests of the country. At the present time negotiations are well under way for organizing a large fishing company which will have its headquarters in the Crescent Creamery plant at Tacoma. This fishing company will develop the fishing interests of Puget Sound and tributary waters, and will arrange for a market for these products in all of the Eastern and other desirable markets. Through the advantage obtained by this large storage plant, these fish can be taken in as large quantities as desired and frozen and held for use until such time as they will command the highest market price. Thus the importance of this building and plant will become more apparent every day. The Tacoma office is under direct management of Mr. Charles E. Marvin the President of the company, who is devoting his best energies not only to the development of its business, but to assist in the development of other important industries and resources of this country. We give views of the handsome building of the company in Tacoma and of the interiors of its St. Paul establishment.

ON PUGET SOUND.

Blue wastes of ocean whitening everywhere;

The pilgrim waves do suddenly grow old

And stretching far away, as fold on fold

The snowy billows roll. How clear the air

That holds no phantom of a cloud, so fair

Is it. The mountains look so tall and bold,

And sharp against the sky as if 'twere cold,

And yet 'tis summer time the days declare.

In blue distances of space the gray,

Warm atmosphere rebooms a violet,

And yonder stream, so by the sunshine kissed,

Seems but a narrow strip of gold, they say

Who see with children's eyes. And at the set

Of sun it turns a silver thread of mist.

LEE FAIRCHILD.

If you want to loan money, interest and principal guaranteed, address Tacoma Guaranty Loan Co., Tacoma, Wash. Capital \$200,000.

For information regarding real estate investment, address Manning, Bogle & Hays, Tacoma, Wash.

MISSOULA, MONTANA.

Its Agricultural and Horticultural Resources, Present and Prospective.

BY WILLIAM S. CRAWFORD.

One of the chief resources of Missoula is the agriculture of the surrounding country. Long before railroads had been constructed, saw mills built or mines opened, this industry flourished. circumstances made it so. Whatever irrigation may accomplish in the future, Montana, in spite of her vast territory, contains at present but little good agricultural land; and of that little Missoula county contains a larger portion than any other county in the State. In this regard it is unusually fortunate. Not only are its valleys fertile, but the altitude and climate are most favorable to the successful pursuit of agriculture; and the location, too, is all that could be desired, as ranges of mountains and vast prairies fit only for grazing form a barrier against competition, except from a distance, and freight rates protect the farmers against that. As is usually the case in new countries, the farmers first paid attention to the growing of grain. By degrees, however, other branches of agriculture and horticulture were introduced, and the products of the county now comprise not only stock and cereals, but apples, plums, crab-apples and nearly all kinds of small fruits and farm and garden vegetables.

Missoula county contains five distinct agricultural districts, the valleys of the Bitter Root, Missoula, Clark's Fork and Flathead rivers and Camas Prairie. Of these the oldest, and as yet the most important, is the Bitter Root Valley. It is nearly eighty miles in length, and extends in a northerly direction from a point near the Idaho line to the city of Missoula, where it joins the Missoula Valley. The part of the Missoula Valley most valuable for agricultural purposes is about thirty miles in length, extending west from Missoula. The district around Horse Plains is the most valuable agricultural portion of the Clark's Fork Valley. The great Flathead country extends north from Flathead Lake almost to the British possessions. Camas Prairie is a district east of Missoula. With most of these districts the city of Missoula is directly connected by rail. The Missoula & Bitter Root Valley Railway traverses fifty miles of the best part of the Bitter Root. The Missoula & Coeur d'Alene runs through the Missoula Valley. Horse Plains is on the main line of the Northern Pacific. The Missoula & Northern is designed to connect the city and the Flathead country. Northern Pacific engineers have just entered the field to survey the route, and the road will be pushed to completion as rapidly as possible. These railroad connections make Missoula the natural market for the products of these districts.

Circumstances make it certain that agricultural products will increase from year to year in quantity and value. The largest part of the population of Montana is interested, directly or indirectly, in mining. It is the leading industry of the State, and the chief centers of population are mining camps, mining centers or smelter towns. But few of these towns produce any food, as they are situated for the most part on moun-

tains or in gulches and canyons, where little grows but evergreens, sage brush and grass. Their inhabitants must be fed, and the food must come largely from the few agricultural districts of the State, of which Missoula county contains the largest number.

Grain and breadstuffs can be shipped from a distance at comparatively light expense, but fruits and vegetables must be grown near home, as transportation from a distance is detrimental to them, and the freight and express charges make them a luxury. These mining camps are increasing in numbers and population every year, and a proportionally increasing demand is being made for fruits and vegetables. This process is bringing about the transition from grain-growing to mixed farming and horticulture, whose products are much more valuable than the grain that could be grown on the same land. Many farmers, who foresaw this change and planted orchards and fruit farms, are now reaping rich rewards for their wisdom.

As the demand for agricultural and horticultural products increases, it becomes necessary to take up lands less favorably situated than those on which the early settlers made their

soula. At that point the river is narrow, and large quantities of sliding rock on the side of the neighboring mountain would furnish much of the material used in construction. The dam is to be twenty-two feet high, raising the water that height above its natural level and turning it into a canal on the bench land on the south side of the river, which will carry over 34,000 miner's inches. The surplus water at the dam will furnish about 2,000 horse-power. The canal will follow the south bank of the river for the distance of about a mile, where part of the water will be used for irrigating land on the south side; about 17,000 miner's inches will be conveyed across the river in a flume supported by suspension cables, and the remainder will furnish about 900 horse-power. From the north end of the flume, the canal will be continued to the range of hills about a mile north of the river at that point, and turning to the west will follow the foot of the hills for about thirty miles. At one point in that distance part of the water can be used for power. The amount of land that can be irrigated by this canal is 51,000 acres, of which 40,000 are tillable and 11,000 grazing lands. The cost of the entire work will be about \$250,000, or an average of about \$5 for each acre benefited. As annual water rents are usually from \$1.25 to \$1.50 per acre, in case all the land possible was irrigated, the enterprise would pay fully 25 per cent. per annum on the investment. Such would not be the case, but it would certainly pay large dividends. When this plan shall have been carried out, it will render 40,000 acres of land perfectly reliable, much of which is now untrustworthy. This land, situated as it is near the railroad, will soon become very valuable; and it may be reasonably expected that Missoula will gain a large suburban population, as this land is more convenient to the city than any other agricultural land in the county, and much of it will naturally be used for fruit and vegetable farming in preference to that more remote from the city.

Pending action on the dam and canal enterprise, however, the agricultural industries of the county flourish and grow. The report of the State Auditor for 1890 shows that Missoula county had 1548 ranches—more than twice as many as any other county

in the State—with an area of 247,680 acres. The acreage and yield of a number of staple articles were as follows: Wheat, 6,259 acres, 187,770 bushels; rye, 260 acres, 10,400 bushels; barley, 480 acres, 19,560 bushels; corn, 40 acres, 1,600 bushels; oats, 8,560 acres, 342,400 bushels; peas, 100 acres, 4,500 bushels; potatoes, 522 acres, 104,400 bushels; cabbage, 40 acres, 1,000,000 pounds; rutabagas, 70 acres, 2,800,000 pounds; turnips, 12 acres, 240,000 pounds; onions, 50 acres, 600,000 pounds; 14,720 acres of meadows, from which 10,200 tons of hay were cut; 40,860 fruit trees; 6,004 bushels of apples. This year's figures will be larger. Missoula is the market for these products and the base of supplies for the districts in which they are grown. As ranching gives place to truck gardening and horticulture, as more careful methods of farming are introduced and more lands are brought under cultivation, the population and wealth of the fertile valleys of Missoula county will increase, and the business of Missoula will grow accordingly.

Missoula county is a most promising field for agricultural enterprise. With land whose fer-



FIRST NATIONAL BANK BUILDING, MISSOULA.

tility is unsurpassed in the country, where immense crops are grown with little care other than planting and irrigating, with an almost perfect climate, with good railroad facilities and markets where every product demands the highest prices, this county offers every inducement to the man who is willing to pay close attention to his business and labor faithfully, with a certainty of reaping rich rewards.

For reliable particulars concerning the agricultural or other resources of Missoula, the reader is referred to any of the following persons or firms:

Cornish, Winstanley & Tower, real estate insurance, mines and stocks.

McConnell, Cook & Co., real estate, loans and insurance.

Stoddard & Low, real estate and financial agents, and Geo. F. Brooks, civil and mining engineer.

J. H. Fairchild, secretary and manager Missoula Realty Company, and W. H. H. Dickinson, mining expert

M. E. Rutherford, mines and mining stocks, real estate and loans.

Frank G. Higgins, president, and George C. Higgins, cashier, C. P. Higgin's Western Bank.

A TRIP TO LAKE CHELAN.

After a ten hours ride from the terminus of the Washington Central Railroad at Coulee City, we arrived at Chelan Falls. Before arriving at the breaks of the Columbia River one is impressed with the indications of past volcanic convulsions. On the plateau are scattered huge volcanic boulders which lie as they have been thrown from the mouths of these once angry but now silent and snow-covered volcanoes many miles distant and across the river. These boulders look in the distance like houses, some being scattered widely over the plateau, others being grouped together, resembling villages. At one point a large group bears the name of "City of Rocks," and it has the appearance of a city in the distance, but the uniform dull color of the rocks impress one with a feeling of awe. Gazing on these monuments of a once super-heated world, then turning the gaze to the peaks of the Cascades, from whose once belching craters these same rocks were hurled with mighty force, we wonder what the end will be.

We arrived at the town of Chelan Falls, after having crossed the Columbia River, and having refreshed ourselves and admired the location of this young city, we strolled leisurely up the Chelan River to the lake, catching frequently glimpses of the cascades which characterize that stream, and from which the town derives its name. Arriving at Lake Chelan we took passage on the little steamer, "Belle of Chelan" which was soon steaming on its journey up the lake. The water for a distance of two miles from the foot of the lake is comparatively shallow at the landing, being about fifteen feet deep and gradually increasing in depth till at the distance of about two miles it suddenly drops off to a depth of 700 feet by actual sounding. Everything at Lake Chelan seems to have attained the climax of ideality. The water is so pure that objects can be seen fifty feet below the surface; the mountains are more rugged, grotesque and inaccessible than any I ever saw before, and the climate is simply superb.

The low-lying beach at the foot of the lake, rising on one side in natural terraces and on the other sloping upward, is taken up by early settlers and snug homes have been built, orchards and vineyards started and a general appearance of thrift, comfort and contentment is visible.

Passing up the lake the scenery gradually assumes a more interesting appearance. The mountains at different points rise up from the waters' edge almost perpendicularly to a height of many hundred feet; in the background rise the almost inaccessible mountains, teeming with

game, and whose sides are tinted with the green of the pine tree foliage and whose tops are covered with perpetual snow which sparkles and scintillates in the sunlight like a crown of diamonds.

The lake has an average width of about two miles and is seventy miles long, more or less. The general course is northeasterly and southeasterly; but it angles off the direct course at several points and at no place is the lake visible for more than twelve miles.

Mineral Slide, on the left shore, is an immense body which has slid into the lake, leaving in the wall from which it was detached a great cut-out, which has a very fresh appearance, and one would suppose that it was of recent date; but to see the mound projecting into the lake and which is covered with a healthy growth of pine trees which would take many years to grow to the size they now are, is to know that the slide is of no late origin. The lake at this point is but a fourth of a mile wide and is called "The Narrows," while above and below it the lake is two miles wide. First Creek finds an outlet just below "The Narrows," beside which a rude cabin has been built by some hardy pioneer.

The next feature of note is Twenty-five Mile Creek on the left bank, which has a fine harbor. We tied up for the night at that point. This stream is of considerable size and runs through a small valley where some fortunate individual has located on a homestead. Shortly after we tied up that gentleman came aboard, lighted his mere sham and exchanged news.

We started early the next morning and soon passed Falls Creek on the right side of the lake, a stream which falls 3,000 feet in a series of falls from fifty to a hundred feet each. Half a mile above this creek is Safety Harbor and about three miles further up the lake are two great canyons. At the mouth of one of these great canyons is Porphyry Cove, while along the lake, on both sides, at intervals, are small streams which add to the beauty of the scene.

Ten Mile Wall presents a bare and rugged front, rises many hundred feet high and at the base the water is very deep. At nearly all seasons of the year mountain goats may be seen picking their way along the dizzy heights. We saw large numbers of these fearless animals which at the sound of the rifle-shot bounded away and were soon lost to sight. Near the center of Ten Mile Wall is Lone Fir Harbor, a safe little haven in which boat could weather any storm. This harbor is so named from a lone fir tree which stands on the beach beside a little brook that comes tumbling down from the rocks above.

Directly across the lake is the Saw Tooth Range, a sharp, rugged spur of the main range, with many spires and pinnacles of grotesque and fantastic appearance. At the end of the wall a point runs out into the lake above which is Canoe Creek.

Prince Creek empties about three miles farther up, opposite to which is Twin Harbor. Just below Twin Harbor, Bear Creek falls into the lake after rushing through a narrow gorge. This creek finds its source in Crystal Lake (by some called Cedar Lake), which is about two miles distant, is two miles long, half a mile wide and is a thousand feet above Lake Chelan. Water fowl in great numbers make this lake their home for the greater part of the year.

A projecting headland hides Round Mountain from view at this point, but it soon stands forth in grandeur as we steam up the lake, and as we pass on we see the mouth of Railroad Creek just below that stately hill. Railroad Creek gets its name from a party of surveyors who were looking for a pass through the Cascade Mountains, but after going up the creek for a distance of fifteen miles were obliged to abandon it, having met with an obstacle in the shape of a wall 1,500 feet high over which the waters of this creek

pour in one great fall to the valley or gorge below.

Different small creeks and projecting headlands are constantly changing the view. Waterfalls innumerable and snow-capped peaks in the distance, mighty canyons and jutting crags all call forth exclamations of pleasurable surprise.

Castle Rock, 8,000 feet high, raises its hoary head sublimely above all surrounding mountains. Painted Rock, near the head of the lake at the left side, is a feature of no little interest to strangers. It is said that in days gone by the savage tribes of the Sound Country swarmed up the Skagit River, over the divide, down the Ste-he-kin River, which finds its source within a stone's-throw of the first-named stream, to the head of the lake, where, after building canoes, they passed down the lake to make war upon the more peace-loving tribes of the interior. Passing by these rocks on their return they chronicled the events of this raid on their bare faces. Those warriors are long since gathered in, but the hieroglyphics still remain.

We anchored near the mouth of the Ste-he-kin River, the principal inlet of the lake and a river of considerable volume, passing through a valley which at the lake is about three miles wide. After a hearty dinner a party of us landed and proceeded up the valley through an almost tropical forest of pine, fir, cedar, spruce, maple and cottonwood, all of which rise to an almost incredible height and grow to an enormous size. A few settlers have already erected log cabins and commenced the usual method of destroying as much of the primeval forest as possible. We threaded our way through the forest for a distance of about four miles, passing over several small streams on logs. The pathway was bordered with wild flowers, many varieties of lilies of almost tropical luxuriance being among the number. At the end of an hour and a half we arrived at Rainbow Falls, a lovely sheet of water which, falling about 500 feet, dashes the spray in all directions; the sun shining on this spray creates a rainbow, hence the name. Huge boulders lie scattered about, those lying nearest being moss-covered and thoroughly wetted by the spray. Gigantic trees rear their lofty heads and the wind passing through the green foliage lingers a little, as if loath to leave this cool, refreshing spot.

We regretfully retraced our steps back to the boat, scaring up an occasional pheasant—a bird that is exceptionally large in that section—picking a few flowers and gazing in wonder on the lavish work of nature. In our absence several large, fine trout had been caught on which we breakfasted next morning.

Descending the lake we saw many new places of interest. At one point, about twelve miles from the head of the lake, containing about 400 acres, a settler by the name of Moore was located. Mr. Moore came from the East in search of health and on ascending the lake was so pleased with the mild climate, evenly tempered, with the waters of the lake and the beauty of that particular point that he settled there and built him a house. He is now in comfortable quarters with his family. He has constructed a large pond in the rear of his premises through which he has turned a mountain stream, which abounds in trout, and the pond is already alive with the speckled beauties. From the pond the brook threads its way over the pebbles to the lake.

Immediately on the opposite side may be seen the most beautiful waterfall on the lake, above which the mountains rear their mighty crests, hoary and grim, into the very clouds.

We reached the foot of the lake about one o'clock of a bright, warm, fresh day, the schools of trout and other fish gliding away as the boat plowed into shallow water.

We left the boat and the town reluctantly and with a yearning desire to return to that favored spot. We predict for Lake Chelan an early and wide-spread fame as a summer resort and the city at the falls a bright future.

L. K. ARMSTRONG.

THE FERTILE FLATHEAD COUNTRY.

A Trip Across the Flathead Indian Reservation and up the Flathead Valley.

"Have you been to the Flathead Valley, or are you on your way there?" is the double-headed question that will be propounded to eight of every ten Eastern people who take a trip into Western Montana to-day, or who have traveled west since March 1st, with Montana as their destination. It is simply taken for granted that if you are bound for any point in Western Montana, some one of the numerous towns in the great Flathead Valley is the attraction; and the trend of traffic justifies the supposition. To those who have a taste for exploration, and do not mind "roughing it," the trip is a pleasant one, and for the so-called "hustler" who cares not how he lives so long as the almighty dollar is in sight, the country is a veritable Mecca. Going west on the Northern Pacific railroad, the train arrives at Ravalli at 9:40 in the evening. As this station is located on nearly the southern limit of the Flathead Indian Reservation, and no white people are permitted a residence thereon, you here get your first experience in dealing with half-breeds, and, unless it differs greatly from that of the average person who goes into the Flathead, you will have reason to hope that it will be the last. Here you can witness the somewhat phenomenal feat of an ordinary-looking frame house with a capacity for accommodating ten or a dozen people being made to accommodate from forty to fifty persons, and some nights even more, for which each person is charged the modest sum of one dollar. If the train is on time, you will have about three hours in which to secure the alleged night's rest for which you have paid so dearly, for, at 1 o'clock you are called and informed that the stage will leave for the foot of the lake as soon as you have finished your midnight meal, called breakfast. This you take in a one-story log structure where several almond-eyed celestials serve you illly or well, according to what use you make of the coin of the realm, in addition to the regular charge for what you eat. The half-breed in question who has such a monopoly at Ravalli, and to whose wealth you contribute so liberally during your brief stay there, is somewhat of a commoner, in that he is no respecter of the comfort or conditions of persons—including women and little children. Two Helena ladies, on their way to join their husbands in the Flathead Valley, each with a baby not over six months old, spent the same night at this alleged hostelry as did the writer, and their comfort was taken into consideration to about the same extent. About 2 A.M. the stage coaches start on the trip of thirty-five miles to the foot of Flathead Lake. Once across the little mountain range to the north, and in sight of the picturesque Mission Range, and from that point on to whatever locality in the Flathead Valley is your destination, interest in the surrounding country never flags. You will almost forget Ravalli, with its immense piles of freight on every hand and rough-looking freighters, and even the recollections of the heathen Chinee will not serve to entirely distract your thoughts from the grand panorama which nature has here spread out before you. Unfortunately the stage road does not pass the Old Mission, distant about five miles from Ravalli on Mission Creek, near the foot-hills of the Mission Range, thus missing one of the most interesting points in Northwestern Montana. Here the Catholic fathers of the Jesuit order have 150 Indian boys whom they are educating, both in the school and on the mission farm. The government furnishes farming implements, and the

high state of cultivation in which the farm is kept attests how thoroughly the work is being done. The Sisters of Providence have charge of the Indian girls, to the number of 124, whom they teach in the school-room and in the useful womanly occupations of life. Many of these girls have attained a proficiency in education and in the art of needlework that is remarkable, when the circumstances are considered. In addition to the departments named, the Ursuline Sisters have charge of the kindergarten. The Mission is an old landmark in Montana, and was established in 1854 by Father Adrian Hoecken, who built the church that still stands.

The stage road leads along the valley of Mission Creek, which is crossed twice on the way, and affords a fine view of the Indian Reservation that stretches away to the right and left to the mountains. Here thousands of horses and cattle graze the year round, unsheltered from the winter's storms, and are owned in common or in severality by the Indians. Occasionally some Indian or half-breed fences off a farm for himself and keeps his stock separated from the common herd. Where this is the case the experiment is generally a success. At one place on the stage road, a half-breed has a farm of 1,200 acres along the river bottom fenced off, and has good buildings constructed on it. On this he has several hundred head of cattle and nearly as many horses. He is a shrewd business fellow, and possesses the sagacity of a white man, which, being coupled with the good luck of an Indian, in the government providing for him, he has succeeded in amassing quite a fortune. A few years ago he added four buffaloes to his stock, and to-day has a herd for which he could take nearly as many thousand dollars. He has repeatedly declined to sell even a few head, however, fearing, it is supposed, that some one would commence breeding, and possibly rival him, though he has the largest herd owned by any private individual.

As you traverse the reservation, the snow-capped peaks of the Mission Range on the east rise five and six thousand feet above you and form a beautiful contrast with the green verdure that everywhere is so prolific on the Reservation at this season of the year. Arriving at the lake, a wait of a few hours is necessary to load the immense piles of freight on the boats, and then begins a trip up the Flathead Lake and River that is never forgotten by those who have taken it during pleasant weather, and are thus permitted to view the landscape on both sides of the lake. The steamer "Crescent"—for that is the one to take—is 150 feet in length and has a 26-foot beam, and was built last spring at a cost of \$16,000. It is owned by the Flathead Navigation Company, and is in command of Capt. Harry Du Puy. It has a capacity of 75 tons of freight and 150 cabin passengers, and has a speed of 14 miles per hour when loaded. The furniture and everything about the boat is new and first-class, especially the meals, which one is thoroughly prepared to appreciate after the experience at Ravalli. Flathead Lake is twenty-seven miles in length, from north to south, and has an average width of seven or eight miles. The Mission Range of mountains that we have paralleled since soon after leaving Ravalli are here washed by the east shore of the lake, and gradually decrease in height till near the north end, where they slope down to but a few feet above the water level. At this point the Kootenai Range comes in sight farther to the east, and is followed to the Canadian border.

Entering the Flathead River at the north end of the lake, occasional glimpses are caught of some of the most fertile agricultural land in the West, for on either side of the river, beginning just back of the little fringe of timber—mostly cottonwood—that lines the bank on either side, is a beautiful valley, ranging from two to three

miles in the narrowest places to over thirty in the widest, or an area of not less than 500 square miles, where the unproductive places are the exception. This is what is known as the Flathead Valley, and is traversed from the south to a point near the northeast corner by the Flathead River, the length of the valley being in a southerly and northerly direction, rather than with the course of the river. It is in this valley that are located the several prospective cities, and into which the Great Northern Railroad enters along the course of the Flathead River through the Bad Rock Canyon.

Barring an occasional stop for wood or to leave off supplies, Egan and Selish are the only points where the steamer has occasion to stop to unload freight or passengers before reaching Demersville. Each of these places is a sort of supply and trading point for ranchers living hard by. The numerous bends in the current of the river makes a trip of twenty-four miles necessary by boat to cover a distance of fourteen as the crow flies—a fact that the passenger does not notice, if a lover of the beautiful in nature—and at six o'clock the boat comes in sight of Demersville, where the first view is had of a real Flathead Valley town, and where usually a goodly part of the population are waiting on the river bank for the arrival of the steamer that may contain supplies, or friends or relations who are on their way to join those who went ahead to make homes in this "future great" of the West. While customs officials are not there to scan the luggage and passengers, each piece and person passes a pretty fair inspection in going past the two or three hundred pairs of eyes that gaze on one from the high embankment; and many a guess, generally accurate, too, is made as to the occupations of the different individuals who leave the steamer, some to make their homes and help develop the country, others to speculate, still others to find work, and some who could not, if asked, tell you what they expected to do. They are there, and that's all there is to it. They belong to the common humanity, and, just now, contribute materially to the population of that new country.

DEMERSVILLE.

Until recently this was the only town of any commercial importance in the Flathead Valley, and even after Kalispell was located, the owners of the townsite and others interested in the new railroad location were obliged to make their temporary residences at Demersville, for the very good reason that it contained the only hotels in the valley, and, poor as they were, there was no alternative but to put up with it and, at the best one, pay three dollars per day for the privilege of occupying a room with not less than two others and taking your chances in the dining room. If hotel proprietors in Demersville have not made their fortunes since the first of January it has not been for lack of patronage, nor by reason of extravagance in furnishing accommodations and supplies. Here was, and is yet, located the Flathead branch of that giant commercial organization of the West, The Missoula Mercantile Company. The business they did during the spring months exceeded \$50,000 per month. During such times enthusiasm over the future of Demersville was naturally at high tide, and selling real estate was a lucrative business. But gradually, with the location of the railroad three miles to the north and west of the town, and the information becoming generally known that the Great Northern Railroad was booming Kalispell—that its president was, in fact, a large owner in the townsite company—enthusiasm began to die out, and though the population, to a great extent, remained, and a good mercantile business was transacted, the "boom" spirit had departed. Without a railroad, Demersville is in no position to compete with the new town

three miles distant. If the inhabitants could induce some rival corporation, like the Northern Pacific, for instance, to build to their town, then they would be in a position to defy competitors. This would afford the very interesting spectacle of two growing towns three miles apart, each clamoring for public recognition, with the additional feature that the residents of either place could, with the aid of a field glass, see what his neighbors were doing, and could inform the prospective purchaser of town lots just what improvements valuations were based on. The realization of just such a scheme is already uppermost in the minds of the more enthusiastic of Demersville residents; but if such a move is contemplated, it is as yet a trifle remote to even "boom" town lots on. Demersville possesses many excellent advantages, and the surrounding country, especially to the south and east, is not only fertile and productive but extremely picturesque. Here, as all over the Flathead Valley, plenty of good land can yet be had for homesteading, and a farmer who goes in there with a capital of \$1,000 can have in five years a home and accumulations worth from \$6,000 to \$8,000.

ASHLEY.

This is the oldest postoffice location in the Flathead Valley. The land upon which the town is located is owned by William E. Daggett, one of those fortunate individuals who pre-empted the claim on which the town stands seven years ago, and with the location of the Great Northern railroad in the valley, woke up one morning to find himself transformed from an ordinary "rancher" to a capitalist. Mr. Daggett still owns forty acres that is so situated that any extension to Kalispell on the west must take in his plat of ground. The elevation of Ashley above the average water level of the Flathead River is about 150 feet, which gives superior drainage, and the water supply is obtained by sinking wells to a depth of twenty feet, from which an abundance of pure spring water is obtained. The Ashley Creek flows through the south part of the town in an easterly course to the Flathead River. In addition to his townsite holdings, Mr. Daggett owns two ranches, and is one of the best posted men in the Flathead Valley as to the timber and mineral resources of the region from the lake to the Canadian border.

While the interests of Ashley are eventually destined to be joined with Kalispell, in that the expansion of the latter must necessarily include the former, a distinction is still maintained and no doubt will be for some time to come. What buildings have been built in Ashley so far are of a substantial character, and all of the lumber is cut from the timber that grows in the surrounding region. The business interests comprise such mercantile houses as the trade of the locality demands, and being located as the town is, on the stage road to Columbia Falls and the Kootenai, has been and is yet an important trading point. The brothers Swaney are two young men having interests in both Ashley and Kalispell, who in the past have had much to do with the location of settlers in the Flathead. Scarcely a piece of land, be it agricultural, timber or mineral, can be mentioned that they have not a record of its location, character and value. The very fact of their having such a knowledge of the country, and that their estimates are always based on conservative valuations, is what has practically put the land business of the valley in their hands for several years. They, too, have been in the country a number of years, and have duly profited by their knowledge and location. In fact, when one finds an old-time resident of the Flathead Valley who was at all awake to the resources of the country, that individual was generally prosperous before the era of railroad building gave such an impetus to land values, and since that time has been able

to count his wealth by the thousands. Prosperity has not spoiled those people, however, but has given them an impetus to go on and from the immense resources that surround them carve out a future that, within five or ten years, will place them and their beautiful valley as far ahead as localities where the people have possessed railroad advantages for years.

THE FLATHEAD VALLEY AND THE NEW TOWN OF KALISPELL.

Montana seems to be a State of more varied resources than any of its Western sisters. Great in territorial extent, the eastern and central portions are bountiful in their nutritious natural grasses, and are rapidly becoming the field of the greatest live-stock industries. These sections are the natural home of sheep-husbandry and wool-growing. For several years past, through wet and dry seasons, this fact has proven patent to any one who cared to look into the matter. Hundreds of thousands in herds and flocks are now utilizing these nutritious grasses with large profits to their owners. Here and there, also, are fertile agricultural lands and bountiful yields of the cereals. Farther to the west begin the famous placer and quartz mining districts of gold, silver and other metals, bordered with great coal measures, and iron and stone of rare qualities. The eastern two-thirds of the State has little timber, though rich in the other resources.

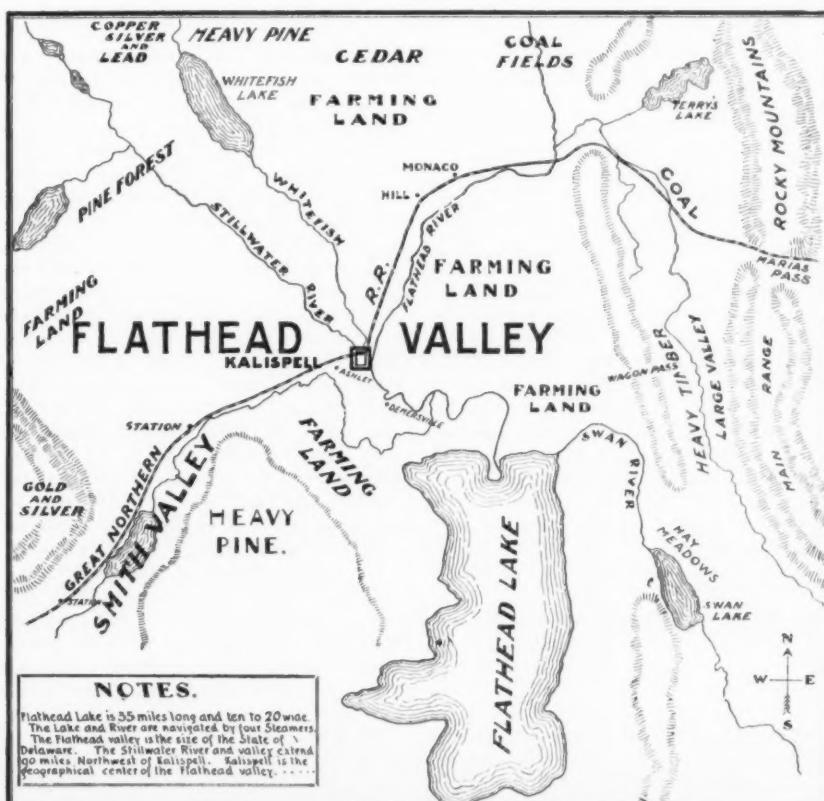
But now Montana itself is awakened to natural resources of which few of her own people dreamed. The glowing reports which her hunters and nomads have for ten years carried into the cities and settled districts were treated as extravagant tales of dreamers and novices in any accurate estimate of fertility and resource. The first accurate map of this now rapidly-becoming-famous upper Flathead Valley is given here. Nearly a hundred miles above the line of the only railway yet traversing this region, and just over on the west side of the Rocky Mountains,

this very Switzerland of America has nestled all these years, hidden from all capable either of fairly estimating its worth or of commanding confidence in their reports. But the great civilizer, the railway, is now building in here rapidly, and this has uncovered to the public a valley that is a surprise to all who venture in by the present roads of travel. The scientist, the press, the prospector and adventurer alike, in one accord agree on what they see here.

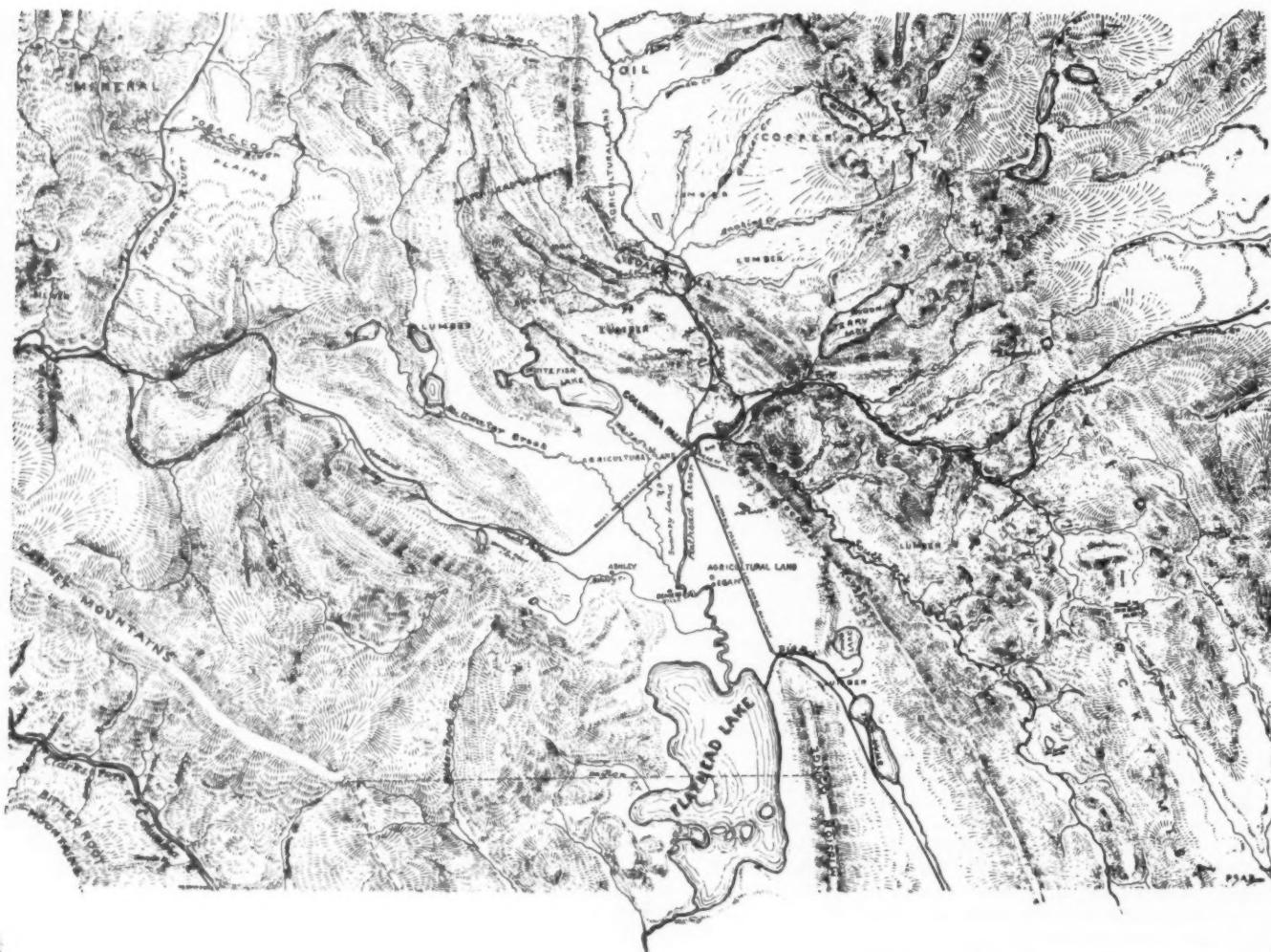
Look at the map of this valley. At the south end of this upper valley is a lake fifteen by thirty-five miles in extent, with great depth of water. Pouring into it from the north is a river as big as the Ohio, with much greater depth of water, navigable also for about fifty miles. Numerous tributaries put into this from various parts of the valley, with their sources in mountain lakes and great springs of the foot-hills. The central valley is a most beautifully undulating prairie, as fertile for agriculture as any part of the earth. The great fertility of the valley is unquestioned. Last season, as dry as it was elsewhere, they grew forty to fifty bushels of wheat and eighty of oats per acre. Unlike most of Montana, winter wheat is grown to perfection here. The rains have been abundant here this season, and the growing grain, grass, etc., are promising great harvests. Timothy meadows yield three tons per acre easily. That crop was fine last year also. Apples, plums, cherries and the small fruits mature to perfection, and are of fine quality, so far as tried, but the country is so new that but little planting has been done. The next few years will develop these rapidly, as the exceeding value of the country is coming to be understood, and intelligent people and methods are taking possession.

The rivers and tributaries are lined with the finest pine, fir, cedar, larch and other kinds of timber. The foot-hills and mountains are likewise covered with dense forests of these woods, all of the finest quality for lumber.

When it is said that the Flathead Valley is



OUTLINE MAP OF THE FLATHEAD VALLEY, MONTANA, SHOWING LOCATION OF THE NEW TOWN OF KALISPELL.



GENERAL MAP OF THE FLATHEAD VALLEY AND NORTHWESTERN MONTANA.

about the size of the State of Delaware, it must not be inferred that its great resources of timber are so limited. For more than a hundred miles to the east, west and north of the valley this great timber belt extends. Not east of the Pacific coast is anything like its resources in this respect to be found. The Great Northern Railway, from St. Paul to the Pacific Coast is building across the center of this valley, and will be in here in September. Just east of the valley are found great coal measures of fine quality, and to the west gold and silver mining, which promises rich leads. Added to these wonderfully varied resources, the aesthetic phases of this section will not be overlooked by anyone coming here who has a soul for beauty. Somebody has said that this valley was a "dimple in the cheek of nature." This terse description is not inapt. Helena is 4,200 feet elevation, this region is a little over 2,000 only, with the mountains rising grandly in the distance to east, north and west. Its undulating surface, skirted with pines and cedars along the streams, make it charming to the eye.

In keeping with this sudden-bursting vision of beauty and resource is the rapid building of the coming city of the valley. Situated on the new railway line, at the center and at the confluence of all the great logging streams, one hundred buildings went up within thirty days from the day Kalispell was platted, on the twenty-eighth day of April last. Think of the sale of \$300,000 worth of lots in thirty days, most all of them with a contract to build in six months! Those who went in to see that country, at a

glance saw that such resources meant a great, prosperous city in due time, and did not hesitate. The coming city is platted on over 1,000 acres, nearly level land, sloping gently to the south, with ample facilities for drainage and sewerage. It is understood that this is a Great Northern enterprise largely, though prominent and wealthy gentlemen are associated in it. The mineral resources and lumber industry, it is already said, will locate at the new town of Kalispell smelters and car works. The lumber for car building is of the very finest fibre, and can be had at about half the price paid for Wisconsin pine used for this purpose. Great lumber mills and planing mills are going in at the coming city of Kalispell. The brickmakers have found that the finest of clay for brick is in great abundance, and are busy turning out that material for building purposes. Very fine qualities of stone are found at hand also for building. With all these, a splendid water supply is at hand, and plants for electric lighting and transportation will soon follow.

Mr. Charles E. Conrad, president of the Northwestern National Bank, of Great Falls, Montana, is the general manager of the town affairs of Kalispell. Over twenty years a resident of Montana, he is well known to Western people.

For the sportsman's benefit it should be stated also that this region is incomparable in trout fishing, and deer, ducks and other wild game are in great abundance. He can surfeit in these sports, and will find abundant facility to reach them.

It should also be mentioned that these evenly-balanced natural resources must bring equal

prosperity to agriculture, mining, lumbering and commercial industries. Good prices must prevail for labor as well, for abundance of all the resources always secures this. This region is just entering upon the threshold of development and general industry in all lines. Brave hearts, capital and perseverance will work wonders in the next few years. These are sure to come in due time. Opportunities such as these are not neglected when known. The Kootenai mining region, just to the west, rich so far as developed in gold, silver, lead and other metals, is a natural tributary to the wealth of this region, and the mines are not one-tenth developed yet. On the other hand, agriculture will find a market at home for all its productions, and at better prices than in regions less favored for the general industries.

The map of the valley given here briefly indicates the situation of the things referred to, and will enable the reader to form a pretty accurate estimate of the country.

LONG-LIVED.—Cows are commonly said to live for 100 years and turtles are reported to have even longer life; but the greatest amount of longevity is possessed by fishes. A naturalist once said that as a fish has no maturity there is nothing to prevent it from living indefinitely and growing constantly. He cited, in proof, a pike in Russia whose age is known to date back to the fifteenth century. In the Royal Aquarium at St. Petersburg there are hundreds of fish that were put in over 150 years ago.

COLUMBIA FALLS.

The New Railroad Town on the Pacific Extension of the Great Northern.

The location of Columbia Falls has put at rest all speculation as to where the industrial city of Montana will be. The situation of Columbia Falls is an exceptionally advantageous and desirable one, as will be noticed by a glance at the accompanying map. It not only has the resources of the rich and fruitful valley immediately tributary to it to draw from, but, stretching away to the north sixty miles—as far as the Canadian border—is another valley quite as large, and containing even greater resources than does the region now becoming so favorably known as the "Flathead Valley." Columbia Falls, being at the head of navigation on the Flathead River, and the farthest town north on the Pacific extension of the Great Northern Railroad, can be said to practically own that northern territory, at least so far as its trade and the future development of the varied resources are concerned.

On the east, south and west sides of the town, stretching back for many miles, is the finest quality of agricultural lands to be found in Montana, and two miles to the east is Bad Rock Canyon, through which the Great Northern Road crosses the Kootenai Range of mountains. The town proper is laid out on a beautiful plateau that is covered with a growth of large pine and fir trees, giving its surroundings more the appearance of a park than the outskirts of a busy trade center such as Columbia Falls has already become. While the company owning the townsite proper has had the location in view for several years, and had expended a large amount of money in developing the resources of the town, the selling of real estate did not commence until March 5th, of the present year, since which time purchases have been made to the extent of \$200,000. A pleasing and unusual feature of the sale of Columbia Falls property is the fact that nine-tenths of the buyers purchased for actual business purposes, and a score of business blocks have already been erected, while as many more are in course of construction on the main thoroughfare, which, by the way, has an original and significant name—Nucleus avenue—a pleasing departure from the regulation "Main street" and "Central avenue," with which the public has long since tired.

Just beyond the Bad Rock Canyon, the south and middle forks of the Flathead River empty into the main stream; and each of these streams drains a region possessing immense timber resources, the product of which must necessarily find its destination for manufacturing purposes at Columbia Falls. Each of these streams has its source in the main divide of the Rocky Mountains, the former southeast and the latter nearly due east from the new town, while the main river has its source in British Columbia, and flows directly south across the upper Flathead Valley. These three rivers, each fed by a score of mountain streams, drains the territory between the main divide of the Rocky Mountains on the east and the Kootenai Range on the west, and from the Northern Pacific Railroad on the south to the Canadian boundary, thus making an immense territory, rich in agriculture, timber, mineral and coal, directly tributary to Columbia Falls, which is not only the natural but only outlet for the commerce of this rapidly developing region. The formation of the waterways, which join near the limits of the city give to Columbia Falls advantages of an immense water power—unequalled, it may be said, and easy of access.

To generalize regarding this country would be to give only a meager idea of what this vast region contains, and what it is capable of doing, with the development already commenced. Dis-



"THE GAYLORD" HOTEL, COLUMBIA FALLS, MONTANA.

tinct mention should be made of each source of prosperity, that the true advantages may be known and appreciated.

THE AGRICULTURAL LANDS

directly tributary to Columbia Falls lie in the Flathead Valley proper and in the valley of the North Fork. The farming lands on the east side of the Flathead River are 10 x 25 miles in area, and are to be brought into direct communication with Columbia Falls by a combination highway and railway bridge, now being constructed at the city limits, at an expense of \$30,000. This being the only bridge that will probably be constructed, on account of the enormous cost of bridging the river at any point below, the traffic of the east and south for many miles will be brought to Columbia Falls; and the east side, by the way, is filled with prosperous farmers, and every foot of the land is rich and productive. The soil here, as in the valley stretching twenty miles to the northwest and west of the town, is a rich clay loam, capable of producing phenomenal crops. Wheat yields forty and forty-five bushels to the acre; oats, sixty-five to seventy bushels; potatoes, three hundred bushels; and other crops in proportion. Here the farmer need not depend upon the railroad and transportation companies, for he has a home market where for many years to come the demand will be equal to the supply. While the present year is not a fair criterion to judge by as regards prices of agricultural commodities, a few quotations will not be amiss. Oats bring 3c. per pound; potatoes, \$1.50 per bushel, and hay, \$20 per ton. These prices are of course due to the railroad construction and general building going on in the immediate locality, that consumes all the available supplies. The cultivation of fruit trees is an assured success in the Flathead Valley, and the future offers great results for such an industry. The altitude of the valley is about 2,500 feet above sea level. The

climate is superb, and the rainfall about the same as in the State of Minnesota, doing away with the necessity of irrigation—a most expensive adjunct to many prairie farmers. There is a grand future for the farmer of the Flathead region. Any crop he may plant will yield returns, and success is sure to every agriculturist there who exerts a sensible energy.

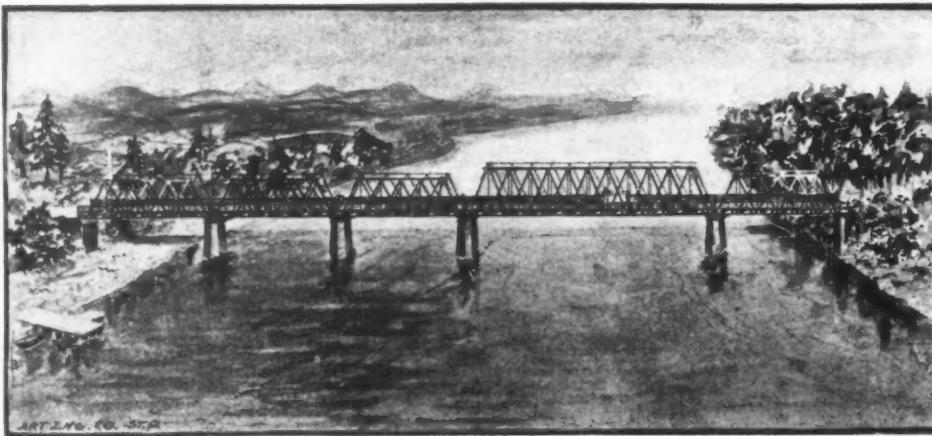
THE GREAT COAL DEPOSITS.

Twenty miles to the north of Columbia Falls, on the west side of the main river, immense deposits of bituminous coal have been discovered. Twenty distinct veins, ranging in thickness from one to eighteen feet, have been uncovered, and considerable development work done. The rigorous tests to which this coal was put would in itself make an interesting chapter. Test after test was made, and in no instance did the coal fail to establish its value. The Parrott Smelting Company, of Butte, made a number of tests of the coal to establish its value for smelting. The result of this company's investigation was the purchase of a controlling interest in the mines for \$100,000. The technical analysis of this coal, within thirty feet of the surface, was: Fixed carbon, 47 per cent.; volatile gases, 42 per cent.; ash, 6 per cent.; moisture, 5 per cent.

The amount of coal exposed in three veins above the water level of the river makes the mining of it comparatively inexpensive. With transportation facilities such as are now guaranteed that region, the coal interests will become a source of large revenue.

Further to the north and near the Canadian border, oil has been discovered. Samples that have been tested at Pittsburgh are said to be of a high grade quality, but not enough work has been done yet to determine what quantity exists.

Along many of the streams tributary to the Flathead, deposits of iron ores, gold, silver and copper have been found, but the difficulties of



RAILWAY AND HIGHWAY BRIDGE, COLUMBIA FALLS, MONTANA.

transportation (soon to be removed) have retarded development of the known mineral districts, but as the main mineral belt of the Rocky Mountains skirts this region for a distance of 100 miles, there can be no doubt as to the mineral future of the section. Within twelve months after the railway reaches Bad Rock Canyon the activity in the world of precious metals will be such that an industry of substantial character will be built up. The ores of the Kootenai will meet here the ores and cheap fuel of the Flathead country at Columbia Falls.

THE LUMBER INTERESTS.

Lumbering will, for years to come, be among the chief industries of Columbia Falls. Already three saw mills are in operation there, while a fourth is in course of erection. These mills are to be supplemented by a sash and door factory, a lath mill and a shingle mill, the machinery for all of them being now on the ground. Columbia Falls is a "home-built town." These and other manufacturing plants will be operated by water power, with which the town can be supplied to an unlimited extent at a surprisingly low cost. The timber supply is practically inexhaustible. The banks of every stream within the limits of the region of which Columbia Falls is the center, contain thousands, yes, millions of trees of lumbering dimensions. It has been truly said that this locality can supply the lumber for the entire State of Montana for 100 years to come. Unquestionably Columbia Falls will be the best equipped lumber supply point in the west from the day the Great Northern passes through Bad Rock Canyon.

Among other industries not already enumerated, and in process of construction are: a flouring mill and grain elevator, brewery, brickyard, stone quarry, lime kilns, water works and electric light plant. A national bank is already chartered, and a \$40,000 hotel, a sketch of which is here shown.

One great advantage possessed by Columbia Falls, and one not seen in a dozen places in the United States, is that a building of any dimensions, brick, stone or wood, may be constructed with material found and manufactured within a radius of two miles from the center of the town. Glass and nails are the only articles that enter into building enterprises that can not or are not made at home. When one thinks of this point, it must be apparent that few towns, east or west, north or south, have such a situation and such a wealth of natural resources.

A factor in Columbia Falls' importance at an early date is its close proximity to several of the most picturesque and delightful mountain lakes to be found anywhere on the Pacific Slope. Whitefish Lake, five miles northwest of the little

city, is already renowned as one of the most beautiful of inland water bodies. Lake Terry, a few miles above, is a glassy body of clear mountain water, in which the fisherman finds ample reward for his efforts. Columbia Falls will be a central point for tourists and sportsmen in the years to come.

A large majority of those who come to Columbia Falls either purchase real estate or acquire some kind of interest in the resources of the tributary regions. All the lines of merchandise are represented, and all doing a prosperous business.

John W. Pace, a writer of well-known ability, edits the only paper published at Columbia Falls. It is a weekly, six-column folio, and is very appropriately called *The Columbian*. The paper is devoted to the interests of this new country, and is a faithful exponent of the advantages of Columbia Falls, together with the resources of the surrounding country.

With such advantages as this new industrial center possesses its future is assured. It is a field for varied industries, offering inducements to the farmer, the mechanic, the lumberman, the miner and the manufacturer that will not be overlooked by enterprising, energetic men.

Construction will be begun upon a railroad from Columbia Falls to the coal mines this fall, which will bring the coal, mineral, lumber and agricultural products of all that rich section of

country between Bad Rock Canyon and the Canadian boundary to this flourishing town for shipment east and west on the Great Northern, and south by steamers and the Northern Pacific branch to be built to the foot of the lake this season.

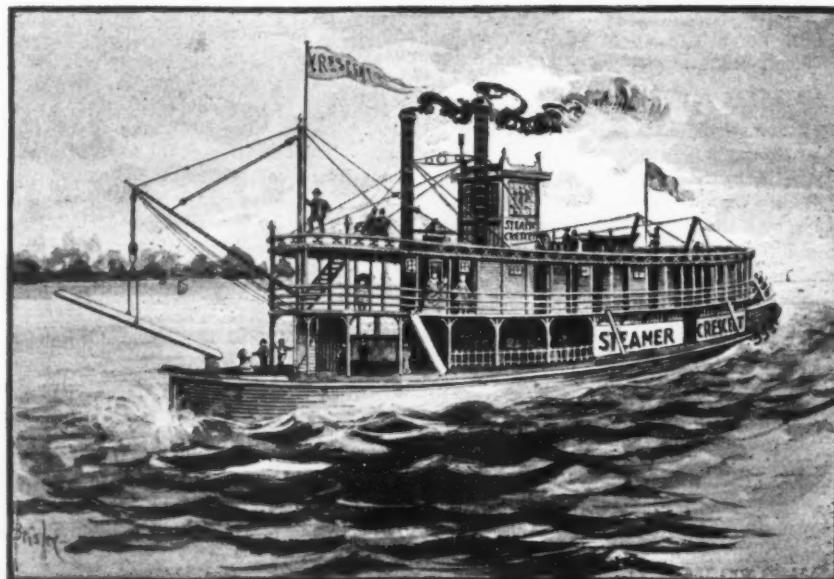
Columbia Falls, by its location on the line of three low railroad passes in the Rocky Mountains, and at the head of 100 miles of navigable waters, is destined to become the railroad center of Northwestern Montana. Its situation and surroundings remind one of Spokane Falls, and with its magnificent water power, cheap coal and lumber and fertile agricultural lands, we see nothing that can prevent it from becoming one of the most important cities of Montana. In addition to its great natural advantages, the town is backed by the Northern International Improvement Company, an association of wealthy capitalists of Montana and the East, who own the coal mines, the water power and the key to the lumber situation, and whose names in connection therewith are a sufficient guarantee that Columbia Falls will not lack capital or energy to bring it rapidly to the front. Among them are: The First National Bank, of Butte, Montana; The Parrott Smelting Company, Butte; Frasier & Chalmers, of Chicago; Andrew J. Davis, of Butte; L. C. Trent, of Salt Lake City; James A. Talbot, of Butte; J. E. Gaylord, Butte; Messrs. Lovering and Warner, of St. Paul; William Pinkerton, Chicago.

MODES OF TRANSPORTATION.

Columbia Falls is reached with fewer inconveniences than any other point in the Flathead region. The launching of the Steamer Crescent was an event in the history of the new region. It is, perhaps, the finest steamer in the Northwest lake region.

The Crescent is 130 feet long, 26 feet beam, depth of hold 4:6, and of the stern-wheel type. She was launched April 23d, and began regular trips May 7th. There are fourteen cabins on the first deck. She is complete in every detail, and is the finest vessel now plying inland waters of the Western Slope. Capt. Du Puy commands the boat, which is a sufficient recommendation for its management.

The Crescent began making semi-weekly trips to Columbia Falls, but the traffic was such that the running schedule was changed, and on June 15th, the steamer began daily trips from the foot of the lake to Columbia Falls, the head of navigation on the Flathead river.



STEAMER CRESCENT, COLUMBIA FALLS, MONTANA.



Force of a Lightning Bolt.

It has been calculated that the electromotive force of a bolt of lightning is about 3,500,000 volts, the current about 14,000,000 amperes, and the time about one twenty-thousandth part of a second. In such bolts there is an energy of 2,450,000,000 volts, or 3,284,182 horse-power.

A Light Metal.

It must be remembered that \$1 a pound for aluminum is really not so high as it looks, for the relation of a pound of aluminum to a pound of other metals is something like that famous pound of feathers to the pound of lead. Aluminum is almost three times as bulky as iron, weight for weight; it is about four times as bulky as silver, and more than seven times as bulky as gold.

When Our Planet Was Young.

When this earth was very young, says Dr. Ball, Astronomer Royal for Ireland, it went around so fast that the day was only three hours long. The earth was liquid then, and as it spun around and around at that fearful speed, and as the sun caused ever increasing tides upon its surface, it at last burst in two. The smaller part became the moon, which has been going around the earth ever since at an increasing distance. The influence of the moon now raises tides on the earth, and, while there was any liquid to operate on in the moon, the earth returned the compliment.

The 64-65 Mystery.

The following curious puzzle beats the celebrated "13-14-15" enigma of a few years ago and is well worth investigation. Take a strip of cardboard or paper thirteen inches long and five wide, thus giving a surface of sixty-five inches. Now cut this strip diagonally, as true as you can, the result being two pieces in the shape of triangles. Now measure exactly five inches from the larger end of each strip, and cut each in two pieces. Take your four pieces and put them in the shape of an exact square and it will appear to be just eight inches each way, or sixty-four square inches—a loss of one square inch of superficial measurement, with no diminution of surface. The question is, "what becomes of that inch?"—*St. Louis Republic*.

Wonders in Telegraphy.

Cleveland is to have the honor of organizing a stock company, with \$100,000 capital, which will operate one of the most important electrical patents ever invented. The incorporators will be George M. Hoyt, Andrew Squire, N. S. Amstutz, J. F. Parkhurst, Luther Allen and Charles W. Foote. Mr. Amstutz is the inventor, and has devoted several years, at leisure intervals, to the perfection of a device which is calculated to reproduce any variable surface electrically at a distance or locally. The first practical result of the invention is the reproduction of a photograph at a distance by means of electricity. The machine is a small contrivance of brass and iron, extending ten inches in the air from a pedestal ten or fifteen inches, connected by a single wire with a telegraphic battery. The work is done direct from a photographic negative, which must be in relief about a thousandth part of an inch. By means of a tracer a perfect engraving is made in wax or metal at the other end of the line, from which a print can be taken. The product of the

receiver is in shape of engravings, from which stereotypes can be made for printing upon ordinary printing presses. The invention is adapted to making embossing dies, etc., automatically from the pattern, and to reproduce any variable surfaces electrically at a distance or locally.

Mr. Parkhurst says of the invention: "We think we have found a way to send a picture by telegraph. In fact we did telegraph a picture by it the other day. The picture consisted of three figures, that of a man and those of two women, all in party costume. The man was correctly reproduced at the other end of the line. Each woman lacked part of her head. The result was on the whole much better than we could have expected."

The Earth's Crust.

A curious work is that which we read in the daily papers the government geological survey has undertaken—it is digging the deepest hole in the ground which has ever been attempted by man. This extraordinary aperture is located in the neighborhood of Wheeling, West Virginia. It is eight inches in diameter and has now reached a depth of 4,100 feet, or nearly one mile. No difficulties in boring have yet been encountered, and the work will be continued so long as human skill can devise means of going deeper. Interesting geological discoveries will doubtless be made, but the principal object of the survey is, if possible, to reach a depth that will throw some light on the question of the proximity of interior fires to the surface of the earth. Whatever may be the final results, the progress of their work thus far is rather reassuring. If no signs of fire can be discovered at a depth of a mile we should be willing to take the chances against an early terrestrial combustion.—*American Analyst*.

Under the Earth.

The workmen in the deepest mines of Europe swelter in almost intolerable heat, and yet they have never penetrated over one seven-thousandth part of the distance from the surface to the center of the earth. In the lower levels of some of the Comstock mines the men fought scalding water and could labor only three or four hours at a time until the Sutro Tunnel pierced the mines and drew off some of the terrible heat, which had stood at 120 deg. The deepest boring ever made, that at Sperenberg, near Berlin, penetrates only 4,172 feet, about 1,000 feet deeper than the famous artesian well at St. Louis. While borings and mines reveal to us only a few secrets relating solely to the temperature and constitution of the earth for a few thousand feet below the surface, we are able, by means of volcanoes, to form some notion of what is going on at greater depths. There have been many theories about the causes of volcanoes, but it is now generally held that though they are produced by the intense heat of the interior of earth, they are not directly connected with the molten mass that lies many miles below the immediate source of volcanic energy. Every body knows that many rocks are formed on the floor of the ocean, and it has been found that a twentieth to a seventh of their weight is made up of imprisoned water. Now, these rocks are buried in time under overlying strata which serve as a blanket to keep in the enormous heat of the interior. This heat turns the water into superheated steam, which melts the hardest rocks, and when the steam finds a fissure in the strata above it breaks through to the surface with terrific energy, and we have a volcano. We find that these outpourings that have lain countless ages many thousands of feet below the surface are well adapted to serve the purposes of man. Many a vineyard flourishes on the volcanic ashes from Vesuvius, and volcanic mud has clothed the hills of New Zealand with fine forests and its plains with luxuriant verdure. The most wonderful display of

the results of volcanic energy is seen in the northwestern corner of our own land, a region of lofty forests and of great fertility.—*Goldthwaite's Geographical Magazine*.

Profligacy of the Elements.

Sir Lyon Playfair gives, in a recent article in *Nature*, the following humorous account of the advance of chemical knowledge:

One of the results of fifty years' advance in chemistry is that you have introduced a great deal of profligacy into the elements. When I was young we always taught that oxygen was a universal lover, and joined freely with almost every body, while nitrogen was a confirmed bachelor and could only be put into union under great difficulty. But now, how completely this all is changed! Oxygen is now a respectable bigamist, while nitrogen, which acts so meekly in the atmosphere, when it gets out of it becomes a terrible polygamist, for it takes three and sometimes even five conjugates at a time, and produces bodies of a remarkable character.

I have two friends, one of whom, Hofmann, is not here, but the other, Dr. Perkin, is, and they have done very much to corrupt the morality of the nitrogen of my youth. They have not only taught us what it can do in the way of conjugates, but have shown it to be a most fickle body, from whom you may take one conjugate and readily replace it by another, and thus produce most remarkable compounds. Sometimes they carried their efforts so far that nitrogen became apparently ashamed of itself and blushed as rosanilin or became scarlet as magenta, and even, when moved by strong emotion, became purple as mauve.

Occasionally chemists have tried to get nitrogen back to good habits, to be content with more simple conjugates, and be content with fewer elements in combination. But see how it revenges itself. Curtius and Radenhausen have lately described a most extraordinary compound—azolmonide—in which three atoms of nitrogen unite with one atom of hydrogen. This was most unfair, for three atoms of nitrogen ought to have at least nine atoms of hydrogen. But they compelled it to do with one, and what is the consequence? They had to make it take the form of a liquid, and when in that condition it exploded with such violence as to break every glass vessel in the laboratory, and, I am sorry to say, injured one of the persons who tried to force it into this unnatural union.

I have therefore some right to complain that the respectable nitrogen of my youth has become a most profligate element under your tuition. And what shall I say of carbon? How different the carbon of 1841 from the carbon which we now know! At that time we knew, of course, that it was combined with most organic bodies, and Liebig had determined the constitution of bodies into which it entered, but then we did not require to puzzle ourselves with those fearful complications of diagrams and graphic methods by which we now represent the affinity of carbon for various substances.

These methods are very difficult for the pupil to follow. I am sure that if Cullen, who invented the system of chemical diagrams, could come to life again, and see the wonderful methods by which chemical combinations are now represented, he would ask to go back to his grave again and rest.

Chemical substances have such astounding properties. If there are two bodies which I thought I knew most thoroughly, they are the quiet and respectable compounds called in my old professional days carbonic oxide and carbonic acid. But the respectable, quiet carbonic oxide of 1841 was shown the other day by Mond to run away with nickel in the state of a gas—a quiet stable element like nickel. And then when it was followed in hot pursuit, by raising the temperature a few degrees, it dropped the nickel like a hot potato.



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E. V. SMALLEY, - EDITOR AND PUBLISHER

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LETTERS should be addressed to

THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

ST. PAUL, JULY, 1891.

IN THE YELLOWSTONE PARK.

About the middle of May the winter sleep of the National Park of the Yellowstone begins to be broken by the bustle of preparation for the opening of the tourist season. The caretakers in the hotels, who have hibernated since the previous October, commence to air the rooms and unpack the blankets and carpets. A force of cooks, waiters and chambermaids has already been recruited in St. Paul and arrives on the twentieth. These are mainly new people, of superior intelligence for their positions, who have enlisted for the sake of the trip and the sights of the park. Stage drivers commence to drop in from the Montana and Wyoming towns—old whips, these, for the most part, who regret the days when the Concord coach was the only means of travel in the vast mid-continent regions and who rejoice that there is one place left where the locomotive cannot penetrate. At the same time a small army of road-makers appear and camp along the shores of the Gardiner, the Gibbon and the Fire Hole rivers, waiting for the snow to go off to be the first to apply for employment in mending the ravages made by the winter's torrents in the highways. The two companies of cavalry guarding the Park now begin to rub up their arms and accoutrements and brush up their quarters. Parties of troopers examine all the roads and report on their condition to the officers, and the officers themselves are happy that the long season of idleness and loneliness is over.

On the first day of June the hotels are opened for visitors. The little branch railroad which goes from Livingston up to the northern border of the Park runs daily passenger trains in place of the tri-weekly mixed train which does all its work for eight months of the year. The transportation company has rounded up its horses on the Crow Indian Reservation east of the Park, where they have ranged on the bunch grass since

autumn, and has varnished and revamped its big coaches, its little coaches and its carriages. Heavily laden wagons, carrying all sorts of food and fodder, climb the long mountain slopes from the Yellowstone, two thousand feet to the Mammoth Hot Springs Hotel and two thousand feet more to the hotels at the Grand Canyon and Fire Hole basins. Promptly on the first of June the tourists begin to arrive—in small parties at first, made up of well-informed people who know that a little mud in the roads is better than the midsummer dust and the midsummer crowds. These early birds are heartily welcomed. They get the best rooms and bask in the smiles of the negro waiters in the big hotel and the pretty girl waiters in the small hotels. About the middle of June the first Raymond & Whitcomb excursion from the East arrives—fifty or sixty people at once, and perhaps a hundred, and from that time on to the middle of September lively times reign all through the great national playground. Then the stream of visitors diminishes day by day and on the first of October the late-comers and lingerers are told that it is time to go. The nights are already winterish and snow has begun to fall. The hotels are closed, the cooks and waiters fit eastward, the stages are housed, the drivers and horses depart and the soldiers begin to saw wood and make things snug about their quarters for the long season of cold and quiet.

Last year about four thousand tourists visited the Park. The flood of travel reached high-water mark four years ago, when the Grand Army encampment was held in San Francisco and many of the members returned east by way of the Northern Pacific and were taken through "Wonderland". Unless there is some special event to take a great number of travellers across the continent the Park movement does not vary much from year to year. It increases a little when times are good in the East and falls off a little when there is a depression in general business. The number of visitors from foreign countries grows a little larger year by year and is always surprisingly large in proportion to the whole volume of guests. In fact the Park is now well-known throughout the civilized world. Look over the registers of the hotels and you will find the names of people from every part of the globe—English, French and Germans in considerable numbers, Russians, South Americans, Australians and even Turks and Japs. These strangers from distant lands know that in no other part of the world are there to be seen such surprising wonders of Nature's handicraft. The Americans register from every city in the great republic.

The expense of a trip to the Park is by no means great, when the length of the rail journey is taken into account and the staging of over a hundred miles. You can make the round trip from St. Paul, spending five days in the Park and visiting all the principal points of interest, for \$110, and this includes your sleeping-cars and meals en route and your hotel bills. Coupon tickets are sold which cover every possible expense, except the photos you may want to buy and the fees you may give to porters and waiters. If you are on your way to or from the Pacific Coast you can stop off at Livingston, buy a book of coupons and make the five days trip through the Park for exactly forty dollars. This includes your railroad fare on the branch road up to Cinnabar, your staging and hotel bills. It takes you first to the Mammoth Hot Springs, and then to the Canyon and Great Falls, to the Norris Geyser Basin, the Lower Geyser Basin, Hell's Half-Acre and the Upper Geyser Basin, and then back to Mammoth Hot Springs and so out to Cinnabar and Livingston. If you go to Yellowstone Lake you must add two days to your itinerary and about fifteen dollars to your expenses.

You will expect to find that the hotels, far away

in the mountains, on the roof of the continent, all run by one company, which has a government monopoly, are rather poorly kept, but you will be agreeably disappointed. With the exception of those at the Norris Basin and the Upper Basin, which are chiefly used as mid-day lunch and resting places, they are substantial structures, heated by steam and well furnished. The hotel at the Mammoth Hot Springs, which is the point of departure and return for all travelers in the Park, accommodates 250 guests without "doubling up." That at the Canyon and the Falls has about a hundred rooms; that at the Lower Basin just completed and standing in face of the Fountain Geyser, has 140 rooms, while the one at the Lake has 100 rooms. Halls and rooms are carpeted and the beds are good. At the Mammoth Hot Springs the table is fully as good as you find at first class houses in the minor cities of the East and at the smaller and more remote hotels it is better than at the average summer hotel in the mountains or at the sea-shore. The stage trips are so arranged that you always arrive at stopping-places about an hour before regular meal times and have leisure to wash and rest a little. The hotel rates for those who do not travel with coupons is four dollars a day, or a dollar for each meal and for lodging. If the tourist remains longer than a week the extra time is charged at rate of three dollars a day, and there is a still lower weekly rate for those who make a prolonged stay. No fire-arms must be carried in the Park. The soldiers enforce this rule strictly and the only sure way to avoid a night in the guard house is not to try to smuggle a gun. You can fish to your heart's content however, and the fishing in Yellowstone Lake is so good that a preacher who visited the Park last year and refused to travel on Sunday could not resist the temptation, and caught fifty fish one Sunday morning before holding service at the hotel.

The Park tour is usually made in strong Concord stages, each having three wide, well-upholstered seats facing to the front. A stage party consists of six persons in the coach and one on the box with the driver. There is a smaller style of coach for five passengers, and carriages that hold three besides the driver. You are pretty sure to find congenial company, if you go alone and make one of a party of six or seven, in a big stage leaving the Springs at eight in the morning, for people who go so far as the Yellowstone Park to see the wonderful scenery are always persons of intelligence and sensibility. Women predominate in the Park, for the reason that the successful American man of business too often remains at work in his office or counting-room and sends his wife and daughters on summer pleasure trips. The stage party which you join at the start holds together as a rule for the whole trip and the members of it have time to get well acquainted, to tell all their best stories, to crack jokes and sing songs, and if congenial are likely to become fast friends before they separate. It is astonishing how well you get to know a man after you have spent four or five days in a stage coach with him.

Will it pay to visit the Park? This is a question which many people ask as every summer season of travel approaches. Take the word of an old traveler that it will pay, and that, too, far better than you expect. Engravings and photographs are but the merest sketches of the marvels and curiosities of this land of wonders. They give you no idea at all of the superb colors of the boiling springs or of the surprising power and splendor of the great geysers, or of the fantastic and appalling majesty of the Grand Canyon of the Yellowstone. No matter how many guide books or magazine articles you may have read these things prove to be a keen astonishment and delight. The Canyon and the Great Falls produce the most profound and lasting im-

pression, although there is a novel beauty in the Turquoise Spring and the Prismatic Lake not to be forgotten, and there is nothing in the whole range of travel quite comparable for intense pleasure with the first sight of Old Faithful throwing his enormous jet of silvery boiling water and spray nearly two hundred feet into the air against the azure background of a cloudless sky. If you take time enough to study the principal geysers you will find that they differ so much from one another and have such individuality of form and action that you come to regard them as almost endowed with life. You do not wonder at the superstition of the Indians that a spirit lives in each one of these rumbling, spouting cones.

A word in conclusion as to the fatigues of the trip through the Park. Old people and delicate women make the trip without injurious effects. Still it is well to be cautious about overdoing things in the matter of extra long stage journeys and much walking or climbing in the thin air of an elevation of nearly eight thousand feet above the sea level. Most people are in too much of a hurry. A full day should be taken at the Grand Canyon, to walk along the dizzy brink and to visit both the falls. A day should be allowed for the geysers at the Upper Basin, where the rapid, regular itinerary allows only three hours. The lake will be found an admirable resting place for as long a stay as the tourist can afford to make. Nevertheless, if you can spare time and money only for the regulation five days round you may make that with full confidence that you can get through it without excessive fatigue and that you will be amply repaid. The longest stage trip on this schedule is forty miles in a day, and with a two hours' halt at noon, good roads and comfortable coaches, this is not too much for any person of ordinary health and strength. The best months for the Park tour are June and September, but the travel is heaviest in July and August, the customary tourist season.

There is one special comfort about Park travel. All rates and prices are prescribed by the Secretary of Interior, and you nowhere have the unpleasant experience, so common at most pleasure resorts, of being overcharged. There is no money grabbing side to the business. The hotel company has only one year been able to declare a dividend, and is all the time spending large sums for new buildings and furniture. The transportation company provides excellent vehicles, good horses and experienced drivers, and treats passengers with courtesy and consideration. The only other important power with which you come in contact is the army. If you make no attempt at shooting elk or bear, this institution will live in your memory only in the form of the picturesque trooper, in blue and yellow, that you meet on the roads, and the agreeable officers who drop into the hotels of evenings to chat with the guests.

A COWBOY PLAGIARIST.

That young, blue-eyed North Dakota cowboy poet, who sent to this magazine a pretty bit of verse entitled "Little Sweetheart," turns out to be a plagiarist and a fraud. His poem, we are assured by at least a dozen indignant subscribers, was written by somebody else before he was born, and was long ago set to music. We should advise the cattlemen in the neighborhood of Mandan, where this bogus poet resides, to look out for their herds and to remember the history of Col. Maverick, of Texas, who started in the stock business with no capital but a branding iron. A man who will steal a poem will not hesitate about putting his brand on some other man's calf. There is property in verses as well as in calves, although the appropriation of the former is not an indictable offense.



IT is a pity that historic Fort Abraham Lincoln is to be abandoned. Its distant gleam of white structures against the background of the green Missouri hills always attracts the traveler passing over the great Bismarck railway bridge, and brings out reminiscences of the Custer massacre. It was from this fort that Custer and his gallant cavalrymen set forth, in 1876, on the campaign that ended in disaster and death, and here were left the wives of the officers until the terrible news came of the utter annihilation of the regiment. The little cottage where Custer and his devoted wife lived are pointed out to visitors. Now the buildings are to be sold and pulled down and in a few years there will be no vestige remaining to mark a spot intimately connected with the saddest tragedy in recent Indian warfare. Of course the War Department cannot be governed by sentiment in the maintenance of military posts, but it would seem that the nearness of this fort to the capital of North Dakota and the fact that there will always be a large Indian population not far distant on the Missouri, might have it spared from the general movement to concentrate the troops in the West in a few large, permanent encampments.

As good an authority as Rand, McNally & Co.'s new atlas of the United States falls into the blunder of calling the great strait that separates Vancouver's Island from the mainland of Washington the Strait of San Juan de Fuca. This is unpardonable. The hastiest reference to any historical work on the Pacific Coast would have shown that Juan de Fuca was no saint, but was only a lying Greek sailor in the service of the Spaniards who pretended that he had discovered a channel connecting the Pacific and Atlantic oceans. The San Juan Islands, at the head of the strait, were named in honor of St. John. Map makers should be careful not to perpetuate even popular errors, and the error in question is not a popular one, but will be laughed at by the dwellers in the new State of Washington and in the Province of British Columbia.

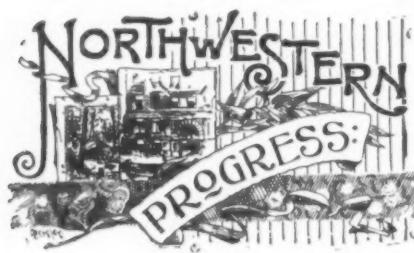
I SPOKE in this department of the THE NORTHWEST not long ago about the need of magazines of local aims and circulation to serve as additional vehicles of expression for the constantly growing class of people of literary aspirations. As confirmation of this view comes a number of the *Pacific Magazine*, published at Seattle, which contains six original poems—modest efforts, all of them, but written with good taste and strong poetic feeling. Two come from Spokane Falls, one from Olympia, one from Seattle and two from Fairhaven. The following sonnet, entitled "The New West," is by Ella Higginson, of Fairhaven:

Stand up, my West! Lift thy young, noble head
On the strong pillar of thy proud, white throat,
And let thy gold hair on the sea winds float;
In the world's march keep step with lofty tread,
And firm. If passion from the South has fled,
And from the North and East, there yet remains
Its leaping fire in thy full, swelling veins;
If others have forgot the flag that led
To independent freedom, and now fail
To rest in their own strength and pride, and try
To ape the older nations, thou, my West,
Stand true, and let that stern eye never quail
As long as thou hast breath for freedom's cry,
And a strong, passionate heart within thy breast.

THE best opportunities for new settlers of the farming class which I saw during a recent trip of a month in the State of Washington, are to open small farms for vegetables, fruit and poultry in the neighborhood of such important towns as Tacoma, Seattle, South Bend, Aberdeen, Anacortes, Fairhaven and Whatcom. With ten acres of cleared land and a tract of fenced woodland for cows to run in, a practical farmer can support a family and lay up money. Western Washington does not nearly feed itself. Provisions of all kinds are shipped in by the ton from Portland and San Francisco. It costs a considerable amount of money to get timber and underbrush off an acre of land in the Puget Sound Basin, or along the rivers running into Gray's Harbor and Willapa Bay, but a farmer does not want many acres for fruit and vegetables. The climate is propitious and the yield is enormous. The man who puts a thousand dollars into making a clearing has a more valuable farm, taking productive capacity into account, than the owner of a quarter section on the prairies. Even if such a man does nothing more laborious than to raise potatoes he can make a good living on ten acres. There is no danger of overstocking the markets. With 150,000 people in the cities and towns of Western Washington and less than 50,000 in the country farmers will long have what the slang of the period calls a snap.

JUST outside of the northeastern corner of the National Yellowstone Park, and at an elevation of nearly eight thousand feet above the sea-level, are enormous deposits of silver ore. The place is called Cooke City and is inhabited by a few hundred people who have waited for years for a railroad to come to them so they can develop the great treasures of mineral wealth that lie around them. Such is the conformation of the country that there is only one feasible railroad route to the place, and that route, following up the course of a swift little tributary of the Yellowstone, runs through the extreme northern verge of the Park; consequently it is necessary that Congress should give consent to the building of the proposed road. Ever since 1882 the plan has been to extend the Park Branch of the Northern Pacific, which runs to the border of the Park at Cinnabar, fifty miles from the main line at Livingston, on to the Cooke City mines. It took many years to enlighten Congress on the situation—to show how valuable are the Cooke City silver deposits; that they can only be reached by a railroad through this corner of the Park, and that such a road would not run anywhere near the routes of tourist travel or the region where the large game roams. When this task had been accomplished there appeared in Washington a rival company, composed of two or three Montana men, two or three New Jersey men and a smart newspaper correspondent, and these people insisted that unless a charter were given to them they would block the whole important project for a railroad to Cooke. Although it was evident that these men were speculators seeking a franchise to sell it out to the Northern Pacific, they had friends enough in Congress last winter to beat the bill authorizing the N. P. to extend its Cinnabar line to Cooke. Thus the whole project of opening this important mining camp has been delayed for another year.

IN the Albemarle Hotel at Livingston, Montana, hangs a printed placard inviting strangers to visit St. Matthew's Church. There is a picture of the church, and the pastor's name and the hours of service are given as is customary on such placards, and the notice concludes with this odd quotation—"Prayer and provender hinder no man's journey." Now, this is a very modest and negative way of presenting the claims of religion, and what are we to understand by provender? Does the pastor of St. Matthew's mean spiritual food, or does he refer to church oyster suppers and strawberry festivals?



Wisconsin.

A LIGHT house is to be built on Pigeon Island, one of the Apostle group that extends for a number of miles along the Wisconsin shore of Lake Superior, forming the beautiful Chequamegon Bay on which the flourishing cities of Ashland, Washburn and Bayfield now are located. These islands, about twenty-two in number, form the only protection to vessels between Houghton, Mich., and Duluth, Minn., and thus are an important factor in the navigation of the "Great Unsailed." Scattered at intervals from Choquamic Point to Outer Island there are now five light houses and two steam fog whistles located on them.

Minnesota.

THE Twin City Transit Company, with a capital of \$20,000,000, has been organized, and Mr. Lowry will turn over the St. Paul and Minneapolis city railways to it.

THERE are twenty-one steamers on the Lake of the Woods, with an aggregate tonnage of 722. There are also two small steamers on Rainy Lake and two on Vermillion Bay. The employment of these steamers is nearly entirely in connection with the lumbering interests on the Lake of the Woods and the tributary waters mentioned.

A MOST important transfer of land has gone on record at Austin, it being the sale of 130 acres of land three and a half miles south of that city, containing some of the finest cement rock ever found in the United States. The purchase is made in the name of Frank Fowler of Mankato. The property lies adjacent to the Kansas City Railway and also to the Mason City branch of the Milwaukee Railway. Side tracks and necessary railroad facilities have already been ordered. By July 1 the first kilns and crushers will be at work and the cement will be on the market August 1. It is the intention to employ 200 men. The Austin Cement Company has been organized with a capital of \$50,000. The cement is of the finest grain, and is hydraulic without the mixture of other ingredients.

AT 9:30 last evening, (June 11), the steamer Charles W. Wetmore, the latest built vessel of the "whaleback" pattern, cleared from the port of Duluth for Liverpool, loaded with 70,000 bushels of wheat. This clearance, the first that was ever made from Lake Superior to a foreign port, marks an era in the history of American commerce. It is, too, an event which establishes a monument in the history of Duluth. There were but few persons to witness the Wetmore's departure, men and women went about their daily pursuits or sought entertainment in social gatherings and at the opera, but the time is not far distant when the few who were present at the Northern Pacific Dock last night will glow with pardonable pride when they say: "I saw steaming out of Duluth Harbor the first boat that ever cleared with a cargo from Lake Superior to an European port."—*Duluth News*.

St. Paul has plant for glass-working—the only one of its kind in the Northwest. It consists of a rougher, which is an iron wheel that bevels glass by aid of sand and water; then comes another iron wheel, that reduces the glass to a finer grade by means of emery; then follows an imported gragab stone that takes all the sand and emery from the glass; next comes a polishing wheel of poplar wood that is fed with pumice stone, finally a felt or rouge wheel that brings the glass to perfection. Bevel glass is used for fitting houses, furniture, carriages, and vestibule cars. Stained glass is also turned out by the house, and it handles French and German glass by the wholesale. It is located at 181-3 E. 6th St., and its general manager is E. F. Upton. The foreman is H. J. Riegel, a brilliant young man from New York, and one who has no superior in his line of business on this side of the Atlantic.

North Dakota.

GRAND FORKS sold at par a few days ago to F. R. Fulton and E. S. Rollins & Son \$50,000 of twenty-year sewer bonds, dated July 1, 1891, payable in New York, with six per cent interest semi-annually.

THE Northwestern Live Stock Company, which was organized in Bismarck lately, has made its first purchase of sheep. It has secured a well graded lot of 8,000 in Oregon, all of which will be placed with farmers in this locality. Sheep are in good demand at \$4 per head and upward, there being an advance of twenty-five per cent

within the year. Farmers experienced difficulty in procuring well bred males, and Eastern breeders can obtain good prices for choice stock. The cattle business has recovered from the depression and is again very active.

IT is stated that Dalrymple, the great North Dakota wheat grower, has contracted to sell 100,000 bushels of this year's crop at \$1.07 per bushel. It begins to look as if this would be the "Jubilee Year" for Dakota farmers.

THE Mayville Tribune is enthusiastic over the Dakota mud, the "soft, luscious, juicy mud that sticks to your feet like a pair of lovers parting, and of that hue before which the African's rosy cheeks look pale by comparison. And it has come to stay—the rain, and mud and wheat."

THE Custer Sheep Investment Company is meeting with wonderful success, and owing to the splendid condition of its flocks, and the assurance of large and constantly increasing dividends it has advanced the price of its stock for the present from \$10 to 10 per share, and will in all probability advance it still further before long. The company is officered as follows: President, H. LeGrand Ensign; Vice President and Western Manager, Hon. H. L. Dickinson, Dickinson, N. D.; Treasurer, Thomas Bromley; Secretary, Walter S. Richards; Managing Director, B. F. Liepsner. The headquarters of the company are in the Penn Mutual Building, 929 Chestnut Street, Philadelphia, Pa.

COL. C. E. TULLER, of Owasco Farm, in an interview with the *Gazette*, says: My ninety-eight ewes produced 132 lambs, twenty-one of which died (mostly the weaklings of twins and triplets). The wool clip produced on an average 11 8-10 pounds. I sent a sample of the wool to a Minneapolis firm, and they quoted me a price of 17@19 cents per pound for it; they say, however, that Eastern parties who could use so fine a grade of wool might give more for it. One fleece weighed nearly nineteen pounds. I have now twenty-three lambs weighing thirty-five pounds and better; one lamb born Feb. 14, weighs forty-six and a half pounds. I can show you on that sheep transaction of mine a clean \$500 over and above all expenses. I am going to put in 3,000 more sheep this fall, and I am now building a shed for them, 200x30 feet. If I had 500 sheep I wouldn't care whether I got a crop or not. I can clear \$2,500 a year on 500 sheep and I know it. All I fed my flocks last winter was eight tons of hay mixed with two tons of millet. I calculate the 100 sheep have not cost me over \$20 to winter, all told.—*Ransom County Gazette*.

Montana.

The lands in Montana that have been brought under the plow show a product in bushels and pounds per acre, of more than any State in the Union, the average in wheat being 24 1/2 bushels per acre. While our average is near twice that of Pennsylvania and Ohio, nearly every farmer in Montana has a field or two of wheat that produce 40 bushels to the acre.—*Helena Board of Trade Journal*.

MIKE MULKERN has the finest specimen of crystallized wood ever seen in Montana. It is a section of a pine tree, showing a perfect outline with hollow center and green surface beautifully crystallized. The specimen is valued at \$1,000 and came from the National Park. The stump and root of the same tree was taken out entire and shipped to New York and is said to be the most beautiful specimen of the kind ever discovered.—*Helena Herald*.

THREE is no country under the sun more blessed than the Yellowstone Valley in this year of exceeding grace, 1891. Every condition is favorable for the best crops, the brightest wool shipment and finest range cattle. Irrigation has been so far unnecessary, and the grangers are simply delighted to escape from that arduous task. Grass has never been better, not in ten years, all over this range country. Every cow on the range has a calf frisking about her heels, every ewe has a sturdy lamb bleating by her side. Wool is cleaner, longer and stronger than ever and the Montana product will be given the place of honor and greatest profit in the market. There is work for everyone that will and want or suffering from poverty is an unknown condition in the length and breadth of this glorious Yellowstone country.—*Billings Gazette*.

A MONTANA potato raiser has just sent here a barrel of Montana potatoes, "just to give New Yorkers an idea of the kind of potatoes raised in Montana." Truly these Montana potatoes are interesting to potato eaters. In the first place they are very big, many of them weighing two pounds, and some of them more. In the second place they are said to be more succulent than the potatoes raised in other parts of the world; thirdly they are said to be very nourishing; fourthly, they are of an agreeable taste, and finally, they can be cooked in a variety of ways. The Montanians brag of their big potatoes, as they do of some of the other products of the exuberant soil of Montana; and it is not surprising that the Montana potato raisers look forward confidently to the time when they will stand first and foremost in the

American potato market. Well, send along your Montana, potatoes if they really possess all the merits that are ascribed to them by the Montanians.—*New York Sun*.

THE most important decision yet rendered in the contest growing out of the mineral land cases along the line of the Northern Pacific Railroad was handed down in the United States Circuit Court at Helena, June 12th. The case was that of the Northern Pacific Railroad vs. R. P. Barden and others. In 1888 Barden took up a mineral claim about three miles from Helena on a section of land granted the railroad by act of Congress. By this act all mineral lands were exempted from the grant to the railroad. The railroad filed its map through Montana in 1882. Miners of the State have all along contended that the exclusion of mineral lands included those known to be mineral at the time of the selection, on which mineral has been found since. Barden's case was backed by the mineral land association of the State, and the case was submitted to Sawyer, as agreed on a statement of facts that the land was mineral and had been located by Barden after the grant had been confirmed. Judge Sawyer's opinion is very exhaustive, and is, in effect, that to exclude any lands granted the Northern Pacific Railroad, they must have been known to be mineral previous to the location of the line of road in 1882. Judge Knowles, United States district judge, dissents, and the case is to be carried to the Supreme Court. It was a test case, and if the decision stands, it will give the railroad title to some of the best-paying mines in Montana and Idaho.

Idaho.

THE great Morning mine, in the Coeur d'Alenes, has been sold to a syndicate of New York and Milwaukee bankers for \$600,000.

IRON ore is the latest mineral discovery in the Palouse. A mountain of it has been unearthed seven miles east of Moscow, and assays 87 per cent. Samples of the ore, which were sent to an assay office at Spokane, have just returned after a thorough testing, and are declared to be of the best magnetic quality.

THE portion of the Coeur d'Alene Indian Reservation, about 300,000 acres, recently thrown open to settlement, is fast being taken up. All along the Coeur d'Alene River, from the mouth to the old Mission, both banks are lined with settlers. Three towns have sprung up, one on Healy's Meadow, opposite Fort Sherman, and another almost opposite the city and within a stone's throw of Kid's Island. The most promising town, however, is one at the mouth of Coeur d'Alene River. Here a large townsite has been platted. Ground is being cleared, docks are being built, and the promoters apparently mean business.

THE opal mines are turning out some wonders in precious stones this spring. E. C. Hall has taken out several thousand dollars worth of the most beautiful stones yet discovered. On Monday ninety-one carats were taken out, which were valued at \$1,080. On Tuesday but few were found, and Wednesday about 150 carats were unearthed. The opals are found in the shaft where the men are working, in holes in the rock, and can be picked out with little trouble, being perfectly loose. Up to the present, Mr. Hall, at the valuation placed on the opals by jewelers at San Francisco, has taken out nearly ten thousand dollars worth in the rough.—*Moscow Mirror*.

Washington.

A GARFIELD COUNTY agriculturist has planted a small cotton crop. It is up and the plants are growing rapidly and indicate a healthy condition.

THOUSANDS of fruit trees are being planted on the islands in Puget Sound, and when they begin to bear the people of the Sound cities will revel in cheap fruit.

A NUMBER of Tacoma capitalists have formed a company with \$400,000 capital to manufacture all kinds of paper from wood pulp. The incorporators are H. Hewitt, Jr., Walter Oakes, and G. S. Browne.

JUDGE E. F. RUSSELL has in his office what is said to be one of the finest specimens of native asbestos ever seen in the State. The mineral is fine and fleecy and more resembles wool than a mineral. The sample came from a newly discovered asbestos vein in Snohomish County, which was found by G. V. Andrews, of Tacoma, several weeks ago.—*Tacoma News*.

CLALLAM COUNTY, which has long been neglected, is now attracting the wide attention of settlers. The record for the past year is that more than 60,000 acres of land have been proved up on; 195,840 acres of land will be opened by survey within the next year, and much of it is now held by settlers who have gone in advance of the surveyor.—*Big Bend Empire*.

A BIG enterprise has been put on foot by A. K. Hiscock, son of Senator Hiscock, of New York, Fred R. Reed and associates, who have filed on 10,000 acres of desert land in the Moxee country. Ten thousand acres have also been

bought from the Northern Pacific Railroad Company by these parties. The land is to be redeemed by a system of artesian wells, the plant for which has already been ordered.

One man on sixteen acres of orchard near Walla Walla cleared \$4,000 last year. There are four miles square of orchard in the vicinity of that place, and the fruit is of excellent quality. One grape grower ships 1,000 boxes of grapes yearly, while others make wine and sell it in the local market.—*Slaughter Sun*.

The discovery of a fine vein of coal six miles from Chehalis and only a mile and a half from the Chehalis and South Bend Railroad in one of the greatest importance to South Bend, which, of necessity, will become the shipping point for the greater part of the product, while the quantity needed for home consumption will create an immediate and constantly increasing market almost on the spot.—*South Bend Herald*.

The immense stock ranges of the Okanogan country are being fast taken up, and large bands of cattle will be driven into that country this spring. One company alone has invested \$300,000 in the cattle business, and other owners have large droves grazing in that section. The past mild winter did much to encourage stock raisers, and the fame of Okanogan County as an unexcelled cattle country is becoming widely known.—*Spokane Review*.

All over the famous Palouse country the farmers are jubilant over the exceptionally fine crop prospect. The earliest sown grain is coming up in the best possible condition, and the fields of winter wheat are simply beautiful to behold. With an average of thirty-five bushels or more to the acre, as last year, it is safe to predict that Whitman County alone will have nearer 20,000,000 than 19,000,000 bushels of wheat for export this fall. The great apprehension is that the railroads will find themselves unequal to the task of handling it, as last year, despite a hundred warnings.

From ocean to ocean by direct express. That is the latest and greatest boom that has come to merchants and business men in Tacoma. A vast accomplishment in which not only the business world but everybody else is interested is the arrangement just consummated between the National Express and Northern Pacific Express companies. It simply means a continuous express line, which in turn means the carrying of a package, for example, from Tacoma through to New York and vice

versa, in from five to six days, as quick as passengers can travel, and of course as fast as the service can be made.

THREE years ago only settlements bordered on the Columbia River. To-day grain fields fenced to the extent of over one hundred acres are found twenty miles from there. Instead of a garden patch here and there it is almost one continual field from the Grand Coulee to the eastern limits of the State. This year a greater acreage of the virgin soil is turned over and next year will see a larger acreage by fifty per cent under cultivation than ever before. West of the Grand Coulee the same revolution is in progress. Thousands of acres of land were filed on this spring in the Foster Creek, Chester and St. Andrews neighborhoods, all which are capable of sustaining a large population of producers of the soil. The advent of two railroads through the heart of this vast country makes these neighborhoods more desirable than formerly, and the amount of immigration that is weekly seeking homes there reduces the selection of choice pieces of land. There are still thousands of acres available but this can't last much longer.—*Coulee City News*.

Alaska.

LAND in Alaska may now be bought in quantities not exceeding 640 acres at \$1.25 per acre for agricultural and \$2.50 for mining purposes.

A REMARKABLE discovery has recently been made near Oonalaska, Alaska,—coal transformed into coke solely by the forces of nature. The locality has been taken up by the steamship company. So positively assured is the company of the extent of the deposit that it has undertaken to supply the local demand, in addition to furnishing, during future seasons, fuel not only for its own steamers but also for those of the government service.

For information regarding real estate investment, address Manning, Bogie & Hays, Tacoma, Wash.

Denver Addition to South Bend, Washington.

This property, situated in the center of the rapidly growing town of South Bend, on Willapa Harbor, offers special inducements as an investment. The western line of the property is but three blocks from the Hotel Willapa, just approaching completion. About two-thirds of the addition is situated on the flat, making it a very desirable business location. The balance rises on a gentle slope to the east, where delightful homes can be built, commanding one of the grandest views of harbor and

river on the Pacific Coast. The following extract from an interview with President Oakes of the Northern Pacific Railroad, printed in the *Tacoma Globe* of June 20th, gives in a clear, logical and terse manner, the status of the situation on Willapa Harbor: "The development in Gray's Harbor and Willapa Harbor regions was a revelation. Before this visit I had no conception of the capabilities of that great region. While all was a revelation, I was particularly impressed by what I saw on Willapa Harbor. This was not only on account of the agricultural resources of that section, but also because of its commercial possibilities. A prejudice naturally existed against this section because of its old name, Shoalwater Bay, but this was entirely dispelled by a personal view of the country and its good harbor." The valleys south and east of South Bend are the finest in the State of Washington, and particularly adapted to the cultivation of hops. Commercially, South Bend occupies a similar position to the Northwest Coast that San Francisco does to California, having a country of even greater resources back of it. Summing up the advantages of South Bend: It is distant from the ocean sixteen miles; has twenty-three feet of water over the bar, at extreme low tide (same as San Francisco); is the only deep sea harbor between San Francisco and the Straits of Fuca; has a country behind it rich in everything conducive to commercial prosperity and wealth. It will be the Pacific Ocean terminus of the Northern Pacific Railroad by next November, and will have two additional transcontinental lines within two years. It cannot help become a great city, and will grow in importance as the State develops. Investments made there now will return 100 per cent. on the money invested within two years.

If you want to loan money, interest and principal guaranteed, address *Tacoma Guaranty Loan Co.*, Tacoma, Wash. Capital \$300,000.

NORTHERN PACIFIC EARNINGS.

TREASURER'S OFFICE, 17 BROAD STREET. { NEW YORK, June 5, 1891.

The approximate gross earnings of the Northern Pacific Railroad Company, including Wisconsin Central Line, for month of May, were as follows:

	1890.	1891.	Increase.	Decrease.
Miles: Main Line and Branches.	4,479	5,172	693	
Month of May	\$2,417,366	\$2,285,774		\$131,492

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Surplus,	-	-	-	75,000.

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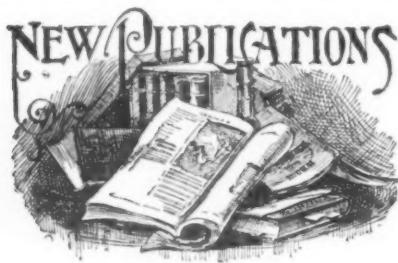
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SAMUEL COLLYER, Cashier.

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W. F. SARGENT, Second Ass't Cashier.

Has Superior Collection Facilities and a Special Collection Department. Agent for Cheque Bank Cheques.



The American Art Printer, by C. E. Bartholomew, from College Place, New York city, is received, and we decide that it is one of the best illustrations—if not the very best—of modern typographic progress. We wish that every printer in America could see it; and if foreign printers read it, they would learn lessons as new to them as the snow is to the equator.

Twenty years ago Gomes Colho, a popular Portuguese writer, issued an admirable story of modern life in Portugal, "The Fidalgos of Casa Mourisca." An English translation by Roxana L. Dabney is now issued in a most attractive form by D. Lothrop Company, Boston. The struggles between the democratic and aristocratic ideas that are regenerating even so conservative a country as Portugal are presented, but the book is in no sense a political novel. It is, in fact, a simple romance of Portuguese life, and is a story well calculated to interest American readers in the best phase of Portuguese literature. 12mo; price, \$1.50.

"A Fair American," by Pierre Sales, is No. 35 in the "Rialto" series, published by Rand, McNally & Co., Chicago. The story deals with fashionable life in Paris, and tells of the securing of a titled husband by a somewhat unworthy American girl. The book will be attractive to readers who care more for romance, remorse, stratagem, counterplots, disappointed love, reconciliations and sensational situations than they do for more prosaic but better writings. The only justification for the reading of such a book would be found in the hope that it might by some possibility cultivate a taste for reading which may afterwards be turned into better channels. Price 50 cents.

"A Modern Rosalind," by F. Xavier Calvert, published by Rand, McNally & Co., Chicago, is a strange, sensational story, strong in situation, dramatic in its narrative, but unsatisfactory in the incompleteness of its ending. The modern Rosalind is an innocent, convent-educated girl who makes a study of men—knows them as they are—by herself assuming male attire and graduating from Harvard. As man and woman, she becomes entangled in many love affairs, and has many narrow escapes from the detection of her sex at inopportune moments. Love finally surprises her, and she pledges herself to a rather unconventional and unsanctioned form of marriage. Price, 50 cents.

"A Christian Woman," by Emilia Pardo Bazan, translated by Mary Springer, is issued by the Cassell Publishing Company, New York. The authoress is a countess who acquired fame as a writer before she acquired her title, and sensibly prizes the former more than the latter. Though a poetess, novelist and newspaper writer, it is said of her that she has all along kept her feet on the earth, writing only of what she knows. An introductory paragraph declares that "A Christian Woman," with its sequel, is "the largest canvas she has filled." If this be the case, the reader may congratulate himself that he has been spared the pencil sketches and word paintings on the smaller canvases. The story is commonplace, uninterestingly told and unsatisfactory

from beginning to end. There is an entire lack of the romance and fine coloring that one expects to find in the Spanish.

Books that should be added to the shelves of the library of every lover of good literature are the two volumes of "Civilization; an Historical Review of its Elements;" the author, Charles Morris; the publishers, S. C. Griggs & Co., Chicago; the price, two volumes, 12mo, over 1000 pages, \$4. The work sets forth in clear and simple language the philosophy of human progress, and indicates the evolutionary steps by which man has passed upward from his primitive state to modern enlightenment. Externally attractive, it is intrinsically excellent as well. The essential facts, from life-studies and volumes of research, have been gathered and are so presented as to give an intelligent philosophy of each of the motive forces of modern civilization. All the light obtained from recent historical study is made apparent in the broad and comprehensive treatment of the fascinating subject. No more important addition to the works on the philosophy of history is likely ever to be given to the public.

"Juggernaut: A Veiled Record," has a plot capable of dramatic representation. It is a picture of the perils in the very air of our American life. Edgar Braine, the central figure, commits moral suicide by selling his influence as an editor, but gains thereby a fortune and a career of dazzling splendor. The keynote of this most absorbing tale is found on page 54, where Edgar Braine, the manly and capable young editor in Thebes, a river town of the West, is in consultation with Abner Hildreth, banker and capitalist, who has a mortgage on the paper and wishes to buy its editor's influence for a grant by the town of right of way to the river for a railroad syndicate which he represents. He holds out promises of advancement and pecuniary advantage to Braine. "This craze of speculation, which seems to dominate everything of late years in our money-cursed country, is a very Juggernaut," said Braine, at last, in bitterness of spirit, and less to Hildreth than to himself. "Juggernaut!" responded the banker, "that's the Hindoo car that runs over people and crushes 'em, isn't it?" "Yes." "Yes. Well now, let me call your attention to an interesting fact about that car. Did you ever observe that it never runs over the people that ride on it?" The story moves rapidly until the editor introduces his gifted and lovely wife to a life of luxury and is himself sent to the United States Senate. Braine allows his wife to sacrifice herself to his consuming intensity in business and the success of his greater and ever-growing schemes. More and more is he absorbed in his work and less in his wife; more and more does he utilize her devotion to him, and attract and bind to his schemes, by social allurements and personal influence, the legislators needful to his success. At last, in his blindness, he insists upon her making a special effort to gain over one man who has withstood his persuasions, but who has shown a strong liking and attraction for the wife. She revolts; the scenes of her pleading hunger for her husband's love are pitiful, while his craze for success and absolute faith in the woman whom he is so bitterly wronging make him utterly heedless of the precipice towards which he is driving her. Her desperate plunge over the brink of it; his bitter and unavailing repentance when he sees what he has done (for he acquits her of all wrong), and the spectacle of the sad ruin brought on both by the mad pursuit of wealth and power, are a "moral" that needs no enforcement. In many places the situations are unnatural, and in some respects the characters are overdrawn, yet the lines hold the reader despite his non-concurrence in much that is done and his mental protest against much that is said.

The authors are Geo. Cary Eggleston and Dolores Marbourg. The publishers, Fords, Howard & Hulbert, New York. Cloth, decorated, \$1.25.

**

The student and the busy men of affairs owe a debt of gratitude to Messrs. G. P. Putnam's Sons for the conception of the thirty-five volumes issued under the general title of "Story of the Nations." In the story form, the current of each national life is distinctly indicated, and its picturesque and noteworthy periods and episodes presented in their philosophical relation to each other and to universal history. The real life of the peoples is entered into, and they are brought before the reader as they lived, labored, struggled, studied, wrote and amused themselves. The myths, with which the history of all lands begins, are not overlooked, but are carefully distinguished from the actual history. Of equal value and interest to all lovers of books and good literature is also the "Heroes of the Nations." In these the *litterateur* finds a series of biographical studies of the lives and work of a number of representative historical characters about whom have gathered the great traditions of the nations to which they belonged, and who have been accepted in many instances as types of the several national ideals. With the life of each typical character is presented a picture of the national conditions surrounding him during his career. The latest issue in this series is a duodecimo volume handsomely printed in large type, provided with maps and forty-six illustrations: "Pericles and the Golden Age of Athens," by Evelyn Abbott, M. A. The sketch of the age of Pericles is divided into two parts, in the first of which is traced the growth of the Athenian empire and the causes which alienated Athens and Sparta; in the second is given a brief account of the government, the art and literature, the society and manners of the Periclean Athens. The author differs with other writers about the part which Pericles played as a practical statesman. To destroy the form of government of a great and prosperous city, and to plunge it into a hopeless and demoralizing war, he holds rightfully not to be the achievement of a great statesman. The greatness of Pericles lay in the ideals which he cherished. He saw what a city might do for her citizens, and what citizens might do for their city; although against the hard obstinacy of facts which followed the outbreak of the war he struggled in vain. He lived long enough to see the treasury impoverished, the people decimated and the most faithful of Athenian allies shut up to certain destruction. An insight into the aspirations of Pericles is given in these terse sentences: "He sincerely desired that every Athenian should owe to his city the blessing of an education in all that was beautiful, and the opportunity of a happy and useful life" * * * The promise of youth is always beautiful; perhaps it was nowhere more beautiful than at Athens; but it is the performance of manhood which sets the stamp of value on life. Pericles wished to influence that performance and raise it to a higher level; he sought to unite a passionate enthusiasm with clear and definite aims. Whether these aspirations could be realized at all—whether they ought to be realized in the manner in which Pericles sought to realize them, are questions which admit of discussion; perhaps the experience of the world has driven us to confess that while leisure is necessary for the development of the highest natures, the mass of men are only kept from ruin by severe and continuous labor. But there is no reason to doubt but such aspirations were cherished by Pericles." In these volumes, "The heroes' deeds and hard-won fame shall live." The volumes are sold separately as follows: Cloth, extra, \$1.50; half morocco, \$1.75; large paper, limited to 250 numbered copies, for subscribers to the series, \$3.50.

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A New Curve.

Eastern papers claim that a rising young base ball pitcher has perfected his peculiar original delivery until he can almost stop the ball at the home plate, make it describe a circle about the batsman, hit the umpire and then drop into the catcher's hands. He is now inventing a twist which shall put a man out at third and kill the kicker in the grand stand. Thus, it will be seen, base ball is becoming more and more of a science. The Northwest is becoming quite a base ball center, being represented in the league, and those who desire to attend some of the league games played in the large cities should always take the St. Paul & Duluth Railroad—the Duluth Short Line—and at all times, in fact, because it is the best route for you to take between the Twin Cities and Duluth, West Superior, Stillwater, and other points. Always take the Duluth Short Line. For circulars, etc., address Geo. W. Bull, General Passenger Agent, or Geo. C. Gilfillan, Ass't. G. P. A., St. Paul, Minn.

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Some years ago, Horace Greeley's advice, to "Go West, and grow up with the country," was thought not only a smart saying, but good counsel. It is no doubt such still, but its age counts against it some, besides which, there is no longer any unsettled West. The West is now, to be sure, but it has more thriving cities with water-works, electric street cars, eight-story buildings, and town-lot boomers, to the score, than any other part of the country. For the man who has his fortune to make, the "New South," or the great State of Texas, offers opportunities not to be surpassed. In development, they are really newer country than the Northwest or the Pacific Coast. To all points in the South, "The Burlington" with its own tracks to St. Louis and Kansas City, is the route beyond all others for the young or old man who is looking southward for a home. For tickets, maps, time-tables, or any information, apply to your local agent, or address W. J. C. Kenyon, Gen. Pass. Agt. C. B. & N. H. R., St. Paul, Minn.

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The westward journey over the NORTHERN PACIFIC R. R. and the homeward trip over the CANADIAN PACIFIC RY.

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In addition to above, an EXCURSION to the Yellowstone National Park and Return, leaving the East Thursday, July 16.

Two Excursions Westward over the Canadian Pacific Railway and to Alaska, Saturday, July 11, and Saturday, July 25.

Send for descriptive circulars, designating whether Yellowstone National Park trip, or Alaska tour, are desired.

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THE NORTHWEST MAGAZINE, JULY, 1891.

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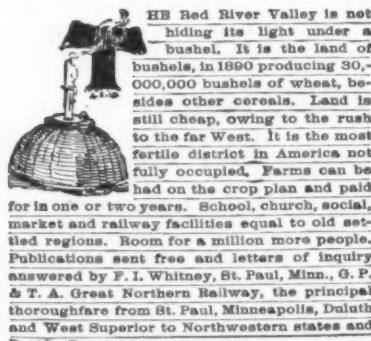
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A long-felt want in this field has been supplied the past month, by the signing of articles of co-partnership by A. C. Torbet, A. C. Ramsden and Chas. H. Lord, of St. Paul, and the incorporation soon to follow of the above association, with central offices in St. Paul. The Bond and Reference Association will accelerate business greatly and be of unlimited benefit to the mercantile men, from the fact that they will have hundreds of names on their books of applicants, male and female, for positions in the various callings, excepting domestic and purely manual labor. The applicant's past is investigated thoroughly by the association, so that the business man, on the least possible notice, can be supplied with a reliable and trustworthy employee. An important feature of the association will be the bonding of persons in positions of trust. The bonding is done through the well-known Fidelity and Casualty Company, of New York, with a capital of a million and a half, including a reserve fund of \$881,985.17, for whom they are authorized agents. First-class people for all kinds of positions, bonded if necessary, are furnished to business men without any expense to the employer, the fees being paid by those provided with positions. The plan of the association is admirable, and will prove a boon to many classes, especially business men. The association is in a position to aid parties desiring partners or wanting to buy or sell various kinds of mercantile establishments, as they will have innumerable inquiries relative to the investment of moneys, etc.

FRIENDLY WORDS.

The *Northwest Magazine*, published in St. Paul, Minn., and now in its ninth volume, is full of interesting matter relative to the resources, manners and customs of the Northwest that begins with Chicago and ends at Puget Sound. The "mountain country" with its wealth of scenery, its mining romances and Indian folk-lore and adventure, usurps a good many of its pages, but its descriptions embrace all this many-sided and prodigious territory, and the *Northwest Magazine* well deserves its title.—*Stone, Indianapolis*.

The May number of E. V. Smalley's illustrated magazine is a very interesting number. Mr. Smalley has traveled all over this country a great many times and has personal knowledge of most of the subjects he writes about, in relation to this particular part of it. The Big Bend portion of it was not on the line of a railroad a few years ago, so he with his party made a trip through it, traveling in a hack and "roughing it," and camping wherever night overtook him. That kind of knowledge is never forgotten.—*Ellensburg, Wash., Localizer*.

There are many people in the Cumberland Valley, Pa., who feel an abiding interest in the West and Northwest. Some feel interested because they some day expect to settle out there, others because they have made investments or loans there, or expect to invest. To all who feel such an interest and desire full and reliable information concerning the Northwest we can cordially recommend the *Northwest Magazine*, published at St. Paul, Minn. It is a monthly publication that is brim full and overflowing with western life, western literature and illustrated descriptive articles.—*American Volunteer, Carlisle, Pa.*

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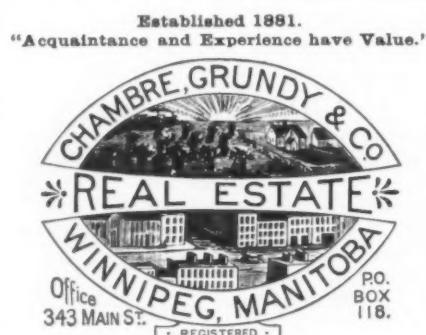
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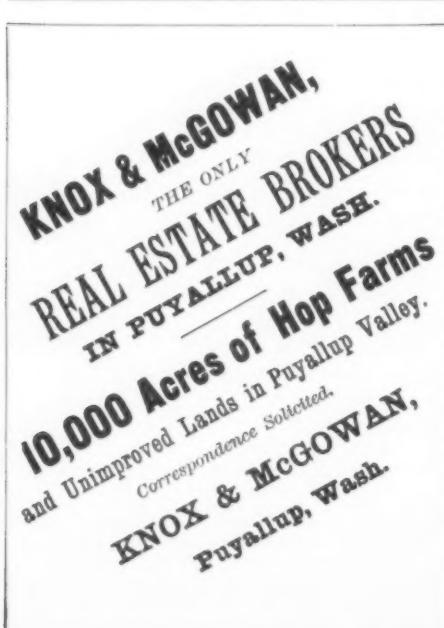
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Population in 1880, 720.

Population, { Census 1890, } 40,165.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888.....	\$5,000,000
Assessed value of property in 1889.....	\$20,000,000
Assessed value of property in 1890.....	\$29,841,750
Real Estate Transfers for 1885.....	\$667,356
Real Estate Transfers for 1888.....	\$8,855,598
Real Estate Transfers for 1890.....	\$15,000,000
Banks in 1880.....	1
Banks Jan. 1st, 1891.....	14
Bank Clearances for 1880.....	\$25,000,000
Bank Clearances for 1890.....	\$47,000,000
Wholesale business for 1889.....	\$9,000,000
Wholesale business for 1890.....	over \$18,000,000
Value of manufacturing products for 1889.....	\$6,000,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Building Improvements in 1888.....	\$2,148,572
Money spent in Building Improvements in 1889.....	\$5,821,195
Money spent in Building Improvements in 1890.....	\$6,273,430
Money spent in Street Improvements in 1887.....	\$90,000
Money spent in Street Improvements in 1888.....	\$263,200
Money spent in Street Improvements in 1889.....	over \$700,000

Money spent by N. P. R. R. Co. on Terminal Improvements in 1887	\$250,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1888	\$506,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1889	\$750,000
Coal shipped in 1882.....	(Tons) 56,300
Coal shipped in 1889.....	(Tons) 180,940
Crop of Hops in 1881.....	(Bales) 6,098
Crop of Hops in 1889.....	(Bales) 40,000
Lumber exported in 1887.....	(Feet) 107,326,280
Wheat shipped in 1889.....	(Bushels) 1,457,478
Private Schools in 1880.....	4
Public Schools in 1880.....	2
Public Schools in 1889.....	9
Value of Public School Property, 1889.....	\$264,480
Value of Private School Property, 1889.....	250,000
Regular Steamers in 1880.....	6
Regular Steamers in 1889.....	67
Electric line in operation.....	(Miles) 12
Electric line building.....	(Miles) 26
Cable line building.....	(Miles) 2
Steam motor lines in operation.....	(Miles) 32

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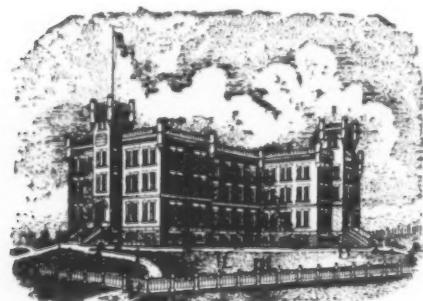
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ITEMS OF INTEREST.

A NEW MANIA.—Fancy tea is becoming a mania in London similar to that old time mania under which Dutch bulbs were run up to enormous prices. Fifty-three dollars a pound was paid for some tea of an extra fancy quality.

A WONDERFUL PEA-VINE.—A. T. Yeaton, of Salem is the owner of a wonderful pea-vine that never dies. The vine was planted over a year ago and is in the height of its glory to-day, covered with beautiful blossoms and hundreds of well-filled pods. The seed was secured from out the large bins of Secretary Rusk, and Mr. Yeaton is going to give the new find a chance to distinguish itself.

HOW TO CUT GLASS.—One can cut glass with scissors as easily as though it were an autumn leaf. The entire secret consists in plunging the pane of glass into a tub of water, submerging also the hands and scissors. The scissors will cut in straight lines without a flaw. This result is achieved in consequence of the absence of vibration. If the least portion of the scissors is left out of the water the vibration will prevent the glass cutting.

HIS FATHER'S COAT.—A resident of St. Paul, Minn., the other day picked up an old coat belonging to his father who died a few days prior, and feeling something like paper on the inside, ripped open the lining and found \$9,700 in certificates of deposit and \$100 and \$500 in bills. At the father's death he was supposed to be penniless. This coat was selected as part of his burial outfit, but the undertaker found it too small for the dead man and another was fortunately used.

HOW FLIES MULTIPLY.—From where do all the flies come? The question is often asked, and seldom receives so satisfactory an answer as has been given by a contemporary. The common fly lays more than 100 eggs, and the time from egg laying to maturity is about two weeks. Most of us have studied geometrical progression. Here we see it illustrated: Suppose one fly commences "to multiply and replenish the earth" about June 1st. June 15th, if they all live, would give 150. Suppose seventy-five of these are females, July 1st would give us, supposing no cruel wasp or any other untoward circumstance to interfere, 11,250 flies. Suppose 5,625 of these are females, we might have by July 15th, 843,720 flies.

MANY CREDULOUS MORTALS.—In spite of repeated warnings sent from time to time by the United States Legation in London and by the press of America concerning the fraudulent character of so-called English estate agents in America, recent developments show that the warnings have been unheeded and the number of dupes is increasing instead of decreasing. During the last few weeks more letters than ever have been received from America inquiring after imaginary estates of fabulous sums awaiting the writers in the banks of England. Of all claims investigated not one has been found to have any validity whatever. Claimants should also bear in mind that the statute of limitations fixes the period within which unclaimed estates revert to the crown and this period is twenty years.

If you want to loan money, interest and principal guaranteed, address Tacoma Guaranty Loan Co., Tacoma, Wash. Capital \$200,000.

South Bend, Washington.

Pacific Ocean Terminus of the Northern Pacific Railroad.

SOUTH BEND, the seaport of WILLAPA HARBOR, is the terminus of the Yakima and Pacific Coast Division of the Northern Pacific Railroad now under construction to be completed from Chehalis to SOUTH BEND this year.

The Geographical position, tributary resources and natural advantages of SOUTH BEND, and its direct rail communication with the timber, coal and wheat of Washington insure its becoming one of the leading seaports of the Pacific Coast.

Government Charts show 29 feet of water over the bar of WILLAPA HARBOR at high tide, while the towing distance to the wharves at SOUTH BEND is only 16 miles against 140 on Puget Sound and 116 on the Columbia River from Portland, Oregon.

The extraordinary growth and development of the Puget Sound cities will be duplicated at SOUTH BEND, and parties seeking new locations for manufacturing or business enterprises or a field for investment will do well to investigate further and communicate with

**THOMAS COOPER, General Manager,
Northern Land and Development Company,
SOUTH BEND, WASHINGTON.**

DENVER ADDITION TO SOUTH BEND.

There are many prosperous and growing towns in Washington, but none whose future is more bright than the city of South Bend on Willapa Harbor, 16 miles from the Pacific Ocean and the ocean terminus of the Yakima & Pacific Coast Railroad, which will be the main line of the Northern Pacific Railroad between Eastern and Western Washington.

South Bend has grown from a straggling village of nine months ago to a city of 3,000 inhabitants, much as Tacoma grew on the completion of the Northern Pacific Railroad across the mountains, making it a railway terminus. New life and new activity is being infused into the city, and on the completion of the railroad this fall, there is every prospect that the population will almost double again. Like many other cities, South Bend is peculiarly situated, so that a certain large sized tract of land commands the location of the wharves, warehouses and other large business interests by its geographical position. Such a tract at South Bend composed a fine ranch two years ago, but the early promise of a great railroad made it too valuable for farm purposes, and it has been platted as the DENVER ADDITION.

As in all large Western cities, additions once on the edge of the town have been destined to become a portion of the business portion itself, so is the Denver Addition bound by that very force of circumstances to become almost the business center of South Bend. Within a year it is certain that this will become true, as by the railroad terminal improvements now being made the Denver Addition is to become the seat of the heavy traffic consequent upon the removal of the freight depots, warehouses and other facilities to the railroad property just north and adjoining the addition.

This insures for the Denver Addition the bulk of the retail business and the erection thereon, along the railroad, of warehouses, with side track facilities, and later the wholesale houses for the same reason.

The addition is level, sloping gently back and contains the best of both business and residence property in South Bend to-day.

The west line of the addition is within three blocks of the new \$50,000 Willapa Hotel, now building. Broadway is planked through the addition and other streets are soon to be improved in the same manner. Streets are 66 feet wide and avenues 80 feet.

It will thus be seen that the Denver Addition offers the best inducements of any property now available for bargains, either to turn quickly or to hold as an investment.

For full information regarding this property, apply to

THE DENVER LAND COMPANY,

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**Franklin Building,
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P. O. Box 126.**

CURRENT ANECDOTES.

IT COULDN'T LAST.

Mrs. Younghusband (six weeks) married—"And you are really happy, John?"

Mr. Younghusband—"Happy! Unspeakably. In fact, I am so happy it worries me. I'm afraid it can't last."

"Oh, I'm so glad, dear! And mother is coming next week to stay for ever so long."

"There, dash it! I knew it couldn't last."

ANN TO JIM.

Ann is evidently going to capture her Jim, [whoever he is] as the following letter will show. In spite of Ann's threat to have her pa stop the paper our subscription list is rapidly increasing:

DEAR JIM.

I that I wud rite to yu agan to let yu no the old kat has got kittens, ma's well and Will Billings has got a boil an' kant set down. Mary Mullen has got a baby. Yu no her, she got marrid last Christmas and sais its lots of fun.



PLENTY LARGE ENOUGH.

Lightpate—"Yas! What curious ideas slumbah in the young brain! As a child I can remembah wondering how I'd look when I grew up—whethah my head would be big enough fo my body, you know, and—"

Miss Brightpate—"And how do you find it?"

When we git marrid I wil be happy. Ma says when we git marrid she wil giv us a kow, a pig, sum chickens, a barrel of sour krount and lots of things. I am gettin fatter all the time.

Good bye, Jim.

From yur true, luvin

ANN—

P. S.—This is the thurd letter I hav ritten yu today.—*Sea Haven (Wash) World.*

"HAIR DYE IS 'OFF'!"

King Hubert's hair has become snow white, much to the distress of Queen Marguerite, who is most anxious that her husband should follow the example of his father, and the fashion common among elderly Piedmontese officers, and die his hair. Her pleadings were, however, of no avail. Humbert is an honest nature, that does not love these subterfuges. Seeing petition was in vain, the queen had recourse to stratagem. She caused a quantity of fine hair dye to be sent from Paris and put in the king's dressing-room, together with directions for its use, making, however no allusion to the subject. The king,

too, said nothing, though he could not fail to see the pigments. Now the queen has a large, white poodle, of which she is very fond. What was her horror a few days later, to see her pet come running into her room with his snowy locks dyed the very deepest black hue. King Humbert had expended the dyes in changing the colour of the poodle's hair. From that day forth the subject of hair-dyeing was dropped between the royal couple.

SMALL BOY ON TOBACCO.

Tobacco grows sometimes like cabbages, but I never saw none of it boiled, although I have eaten boiled cabbage and vinegar on it, and I have heard men say that cigars that was given to them on election day for nothing, was cabbage leaves. Tobacco stores are mostly kept by wooden Injuns, who stand at the door and try to fool little boys by offering them a bunch of cigars which is glued into the Injun's hands, and is made of wood also. Hogs do not like tobacco—neither do I. I tried to smoke a cigar once, and it made me feel like Epsom salts. Tobacco was invented by a man named Walter Raleigh. When the people first saw him smoking they thought he was a steamboat, and as they had never seen a steam-

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Genuine GOLD PLATED hunting case watch, the first and only genuine gold plated watch ever offered for sale at this price (be ware of worthless imitations) equal in appearance to a high priced solid gold watch and expensive fine time case timer. In carrying this watch you have the credit of carrying a solid gold watch as the plating process is got down so fine nowadays that it is almost impossible for the ordinary observer to detect the difference.

The watch is made of solid gold in the case, etc., is finished with a richness rarely seen on watches costing less than \$60.00, and will please and delight the most exacting person. Our watch is a reliable American style movement is fitted. In each case, the hands and most accurate time-keeper on the American market to-day; richly jeweled and perfectly finished, nearly the cost of gold for daily use. Our 60 day offer. Cut this out and send it with your order and we will ship the watch to you by express. C. D. Marshall, manufacturer, give you the opportunity to allow you to examine it before paying; if on examination you are convinced that it is a bargain pay the amount of the watch, charges and the watch is yours, otherwise you pay nothing and it will be returned at our expense. Our mammoth catalogue of watches and jewelry mailed free to any address.

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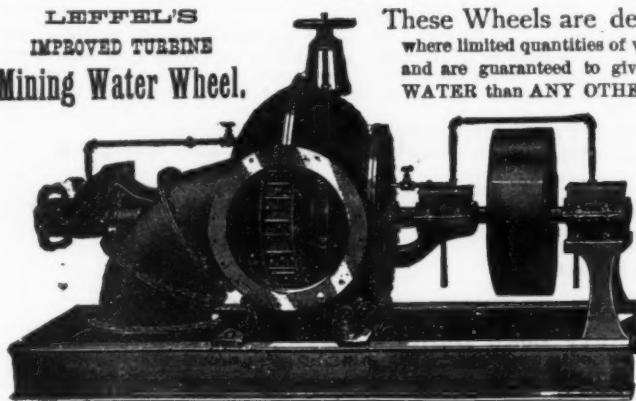
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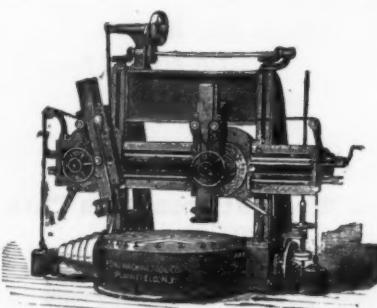
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The Drawing Rooms in these cars have also been improved and in addition there are two private sections, numbered 11 and 12, that are about as private as the Drawing Room.

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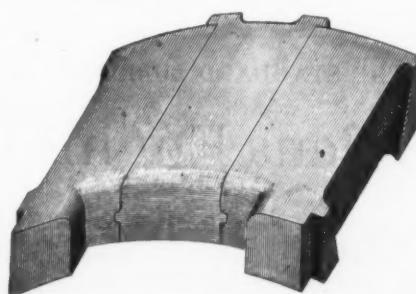
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This bonus will increase the value of the Company's securities.

Our business is to take property that there has been money expended upon, and parties failing to carry out their projects for the want of means, by liberal concessions we will carry their business to completion after having examined their plans and know them to be practical, having the money invested refunded to the Treasurer and a portion of the property deeded to the Company, making the bonus spoken of above. The Company only asks careful investigation of its business, and parties wishing to invest almost any sum, by addressing a communication direct to the Company, can secure statement of business transacted and being transacted by the Company and its investments in full.

The Company has property that can be purchased at reasonable prices that would make a good paying investment for individuals or syndicates.

Propositions ranging from \$10,000 to \$500,000 are now ready to be negotiated upon good terms, and the company will be pleased at all times to furnish all information desired upon any of these investments.

The Company has no agents. All business must be done directly with the main office, and communications should be addressed in the name of the Company.

The Company has three practical men and will have any properties in which people are investing, either with this Company or with others, examined, and reports issued upon the property with the guarantee of the Company attached.

The Board of Directors has set aside \$100,000 of its stock to be disposed of at 90 cents on the dollar.

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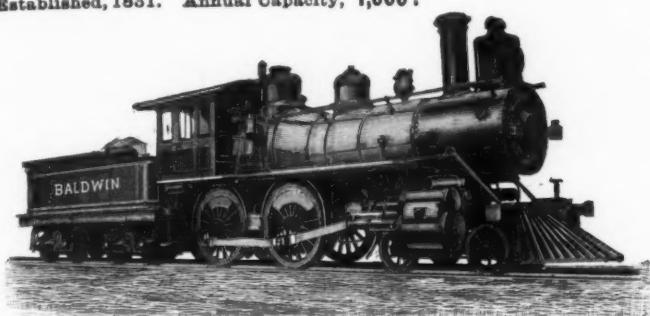
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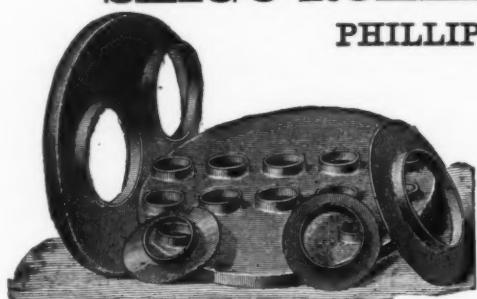
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A LITTLE NONSENSE.

"If I rest, I rust," is a German proverb. "If I trust, I bust," is the American version."

Caller—"Where's your father?" Urchin—"He's shinglin'." Caller—"The barn?" Urchin—"No; Tommy."

Friend of the Family—"Did your son marry well?" Paterfamilias—"Yes, but he's a confirmed invalid now."

Simkins—"Do you and your wife get along well together?" Hen Peck—"She gets along well enough, but I don't."

Lady (to tramp)—"What is your name?" Tramp—"They call me Keely Motor." Lady—"Why do they call you that?" Tramp—"Because I won't work."

An eminent physician says that with four cuts and a few stitches he can alter a man's face so his own mother would not know him. That's nothing. Any newspaper in this country can do that much with only one cut.

doing here?" To which Bridget replied: "Well, ma'am, he's a wakeley chap an' niver was strong at all, so he do be thinkin' he'll go on the perlice."

Diddereau—"Did you attend the lecture of Prof. Hardhead on 'Grip, a Malady of the Imagination?'" Bidderau—"He did not lecture." Diddereau—"Why not?" Biddereau—"Down with the grip."

Wee Miss—"Mamma, mayn't I take the part of a milkmaid at the fancy ball?"

Mamma—"You are too little."

Wee Miss—"Well, I can be a condensed milkmaid."

Politician—"These newspapers tell abominable lies about me."

Friend—"And yet they might do worse."

Politician—"Do worse! What do you mean?"

Friend—"They might tell the truth."

Boston Citizen (on his way home from church)—"Wait outside a moment, please, Waldonia, while I step into this drug store and get a cigar."

Wife of Boston Citizen—"I thought druggists in this town were not allowed to sell cigars on Sunday."

Boston Citizen—"They are allowed to sell them when needed for catarrh. (To druggist a few moments later)—"Jodes, give be a ticedd cigar. Batch, please. Thanks."

"What high mountains you have in America!" ejaculated the Rocky Mountain tourist to the guide.

"Yes, everything is high here now, since the McKin—"

Just then his foot slipped, and he fell four thousand three hundred feet into the spreading branches of a chestnut tree.

The infant terrible was on a Madison Avenue car the other day and caused his mother much embarrassment. He was just beginning to read and was occupying the time to come downtown in reading "ads" nailed up in the car. "D—oh, do," he went on, half to himself. He puzzled over it for some time, then turning to his mother said: "Do you wear pants?"

She shook her head at him, but he was not to be stopped.

"Do you wear pants?" he exclaimed again.

She grew red in the face. "What do you mean?" she asked in an undertone. "Of course not."

"Well," the youngster answered, "that's what it says up there. You might have answered sooner."

Then the car subsided.

"Whose picture is that?" inquired an Eastern artist in a far Western cabin, discovering a well-executed portrait hanging on the wall in a dark corner.

"That's my husband's," said the woman of the house carelessly.

"But it is hung with fatal effect," urged the artist, who remembered the fate of his first pictures in the academy. "So was my husband," snapped the woman, and the artist discontinued his observations.

The summer hangs her banner out
Where erst hung winter's pall;
The marble-playing urchins shout,
The grass has now grown tall;
The dude's light coat, without a doubt,
Is that he wore last fall;
And the young man most talked about
Is he who curves the ball.

Mrs. Binks—"George Francis Train says that people will wake up some morning and find that Jay Gould has lost every dollar."

Mrs. Binks—"That's so, every word of it."

Mrs. Binks—"My Goodness! When will it be do you think?"

Mr. Binks—"When he dies."

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REPARTEE.

Mrs. Blessington has succeeded in lowering a window the Colonel declared immovable.

Col. Blessington—"How did you do that, Maria?"

Mrs. Blessington—"With my hands. How do you suppose?"

Col. Blessington—"I didn't know but you might have done it with your jaw, my dear."

Young Lady—"Don't you think fox hunting cruel sport?" Escort—"Ya-as, it is, it's regular torture, ba jove. I haven't been able to sit down for a week."

Excited Lady—"Why don't you interfere to stop that dog fight?" Bystander—"I was just a goin' to, mum: but you kin calm y'r fears now. My dog is on top at last, mum."

The inventor of the Babcock fire extinguisher is dead. It is hoped that his spirit has found a place where it won't feel desirous of inventing any more contrivances of that particular character.

First Sportsman—"See here, old boy, that fish basket is ten times too big. We'll never catch that full in the world. Second Sportsman—"This is to carry the bottles in. I have the fish-basket in my pocket."

A Hibernian domestic asked leave of absence the other day of her mistress to "meet me brother on the Copehlooy." When Bridget returned, the lady asked: "Did you find your brother?" And the girl replied: "Faix, I did, ma'am, an' glad I was to see him." Somewhat interested, the employer asked: "What does he think of





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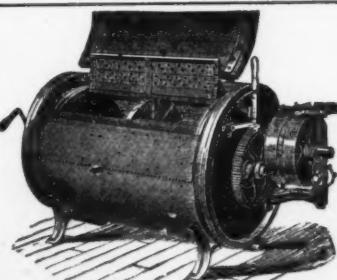
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